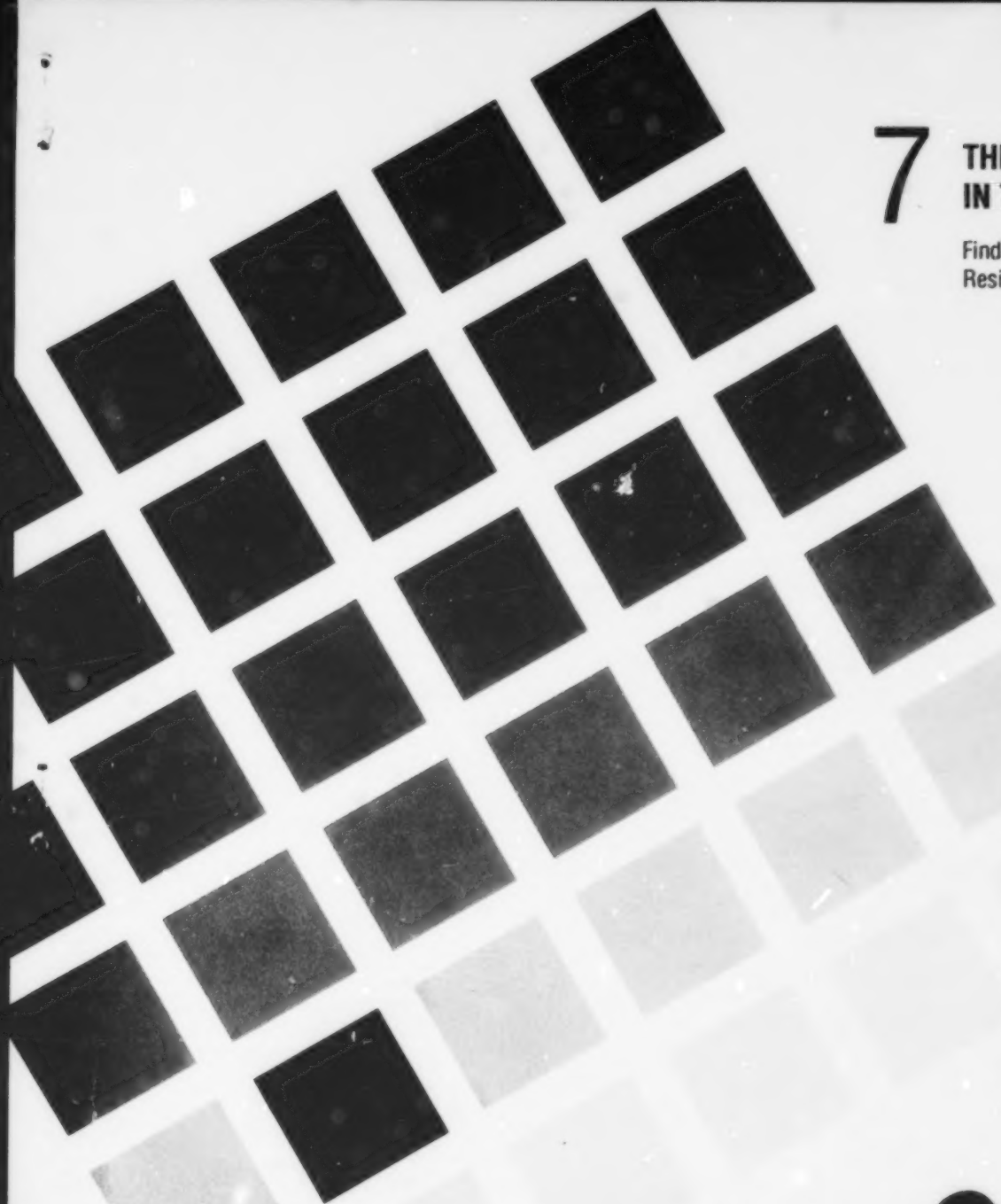

7 THE CENTRAL AREA IN TRANSITION

Findings of the Central Area Residents' Survey, 1989

Cityplan '91

City of Toronto
Planning & Development Department

Robert E. Millward
Commissioner

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For further information please contact Mr. Tom Ostler at 392-0068 Policy and Strategic Planning Division,City of Toronto, Planning and Development Department.

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Preface

In order to build a detailed and up to date profile of Central Area residents, staff of the Planning and Development Department proposed conducting a large sample survey aimed at replicating a number of the questions asked by the Census every five years as well as questions pertaining to travel patterns and adequacy of civic and community services. To facilitate this, the services of Dr. James H. Mars, professor of research methods at the School of Urban and Regional Planning at Ryerson Polytechnical Institute, were retained. Dr. Mars advised staff on research design, sample selection, and administration. He was responsible for the design of the questionnaire as well as the statistical analysis.

This report is the result of a collaboration between Dr. Mars and *Cityplan '91* staff. This report is not an exhaustive study and the data from this survey represent a valuable source of demographic information beyond this particular report.

Executive Summary

Since the Central Area Plan came into effect in 1976 the City of Toronto has changed considerably. The most recent commercial development boom is foremost in people's minds. However, in the past 14 years there have been condominium development booms, and a major recession as well as considerable changes in the nature of employment opportunities offered in business establishments. A major accomplishment of the Central Area Plan was the construction of new housing in the downtown area, although the proportion of social housing did not meet expectations.

As background to *Cityplan '91*, it is important to develop a profile of people living in the Central Area. The most recent Census of Canada was conducted in 1986. With almost 6,000 housing units built in the Central Area since that time, the Census provides an incomplete picture of this important constituency. A large sample survey of residents, modeled on the Census questionnaire was designed to fill this void.

The Central Area Residents' Survey (CARS), carried out by the City of Toronto Planning and Development Department in the summer of 1989, gathered the characteristics and opinions of over 1100 households in the Central Area of the City. The questionnaire was mailed out to residents and designed to profile households much as the Census does, and to ask some additional opinion questions about public services. Respondents also had an opportunity to write in their concerns about the future of the City. This report summarizes the findings of the study to date. The data file remains an important resource for City staff, City Council, and other groups. In order to be selected as part of the sample, one had to have a permanent place of residence. The homeless population was therefore excluded from this survey. There are other initiatives, as part of the *Cityplan '91* outreach program, to include the views of this important population in the planning of the City. As well, for the 1991 Census, Statistics Canada will be collecting data on the homeless.

The CARS survey reinforces many of the stereotypes which people seem to hold about who has recently been moving downtown; the new residents are much younger than existing residents of the Central Area, they are more likely to hold a white collar job, and are not yet married or parents. But only a small portion of them are homeowners. Like all Central Area residents, the new residents are most likely tenants. What is different is that, more than ever before, they are renting someone else's condominium. Many of these young people share accommodation, usually as tenants, although occasionally someone in the household owns the unit. The high proportion of market versus socially-assisted housing units built in the last few years has catered to this influx of adult single persons and couples. These people can afford relatively expensive housing, or will band together to make it possible to live downtown. As will be noted below, not as many families or children have arrived as part of this recent growth.

While these new residents tend to work in the City, and often walk or cycle to work if they do not use the TTC, they are more like other metropolitan residents in car ownership patterns. Combined with the indicated need for better parks, playgrounds, and recreation facilities, the need for storage and even occasional use of these cars provides a lot of competition for space downtown.

Although the majority of new residents tend to have higher incomes, this is not universal. Some ethnic groups, single parents, disabled persons, and other groups are not as fortunate. These less affluent residents are much more likely to use transit, to lack a car, and to rent an apartment. There is little indication of overcrowding measured by the number of bedrooms per person or per child.

Families also live in the Central Area, although they make up a smaller proportion of the total population than is the case throughout the rest of the City. About 14 percent of the households are couples, 11 percent have children, and 12 percent appear to be extended families. The two parent and extended families tend to live in houses rather than apartments, and to own rather than rent. Of the single-parent families, on the other hand, 80 percent rent, almost all live in apartments rather than houses or flats and many live in social housing projects. They are also by far the most dependent on the TTC.

With high housing costs, 21 percent of households are paying over 30 percent of income for shelter. Sixty-six percent pay under 30 percent for shelter and the remaining thirteen percent are mortgage free. Twenty-three percent of new units cost $1,200 per month or more to carry. New residents are more likely to live in rented condominiums which are in turn more likely to be new units. Fifty-seven percent of the newer condominiums are rented.

In the past, concerns have been expressed about who benefits from government subsidies of social housing. This survey shows that the occupants of social housing units in the Central Area are very different from the rest of the population. They tend to be less well educated, less likely to be full participants in the labour force, more likely to be employed in lower paying clerical and manufacturing occupations, and more likely to have significantly lower household incomes and use transit more. The more middle income, highly educated, professional population does not appear to be benefiting from subsidies accorded to non-profit housing.

Most Central Area residents do not drive to work. A majority use transit, and many walk or cycle to work or school. While auto ownership generally rises with increasing education and income, there are some interesting anomalies: those with an elementary school education are most likely to drive to work, and those in supervisory, technical, sales, manufacturing, utilities, and construction occupations are most likely to own cars, and most likely to own two or more cars per household. Women are very much less likely to drive to work: whereas 46 percent of men use the TTC and 28 percent drive, 61 percent of women use the TTC and 12 percent drive.

The availability of public services received a generally good rating from the sample as a whole, but those who actually use a service (such as day care, swimming pools, or playgrounds) were much more likely to call for improvement in that service. Services requiring attention according to the most users were playgrounds and parking facilities. Next in need were other types of recreation services: recreation facilities in housing projects, recreation centres, as well as important services to children (i.e. elementary schools, day care, and pools). According to one third of users, improvements were needed in seniors' services, social welfare, and counseling services. The only other service request of note was for improvements to supermarkets in the Central Area.

These and other indicators discussed in the body of this report are important for planning programs and services and will be used in the calibration of population projections and transportation system models.

1

Introduction

1.1 The Reasons for the Study

Many social and economic changes are under way in the City. While these changes are evident throughout the City, it appears that with continued growth in office space and the construction of many new housing units in the core of the city, these changes should be most apparent and most important in the downtown area. The obvious questions which emerge from these observations are: Who is moving into the city, and what is the assessment by the community at large of the services provided downtown?

In preparing *Cityplan '91*, the City of Toronto's Planning and Development Department has endeavoured to collect as much information as possible about the city, the city's residents, and their opinions. The opinions of experts and citizens alike are being recorded at public forums and through written submissions. Data on the physical environment and the economy is being analyzed, mapped, and displayed. Design ideas are being presented. The study reported here, the *Central Area Residents' Survey (CARS)*, offers a unique combination of factual and opinion data from a sample of residents of the downtown part of the City.

For the most part, planners rely on the information gathered every five years by Statistics Canada in its Census of Population and Housing for this information. The latest available data are for 1986. Planning staff proposed to carry-out a large sample survey of the Central Area, where the greatest change in the City is occurring. This survey was designed and carried out to give a reasonably accurate and detailed picture of residents and their housing characteristics in the Central Area of the City of Toronto. At the same time the study had to be carried out without incurring great expense, in a fairly short period of time, and in a manner which would help in preparing policy options for *Cityplan '91*.

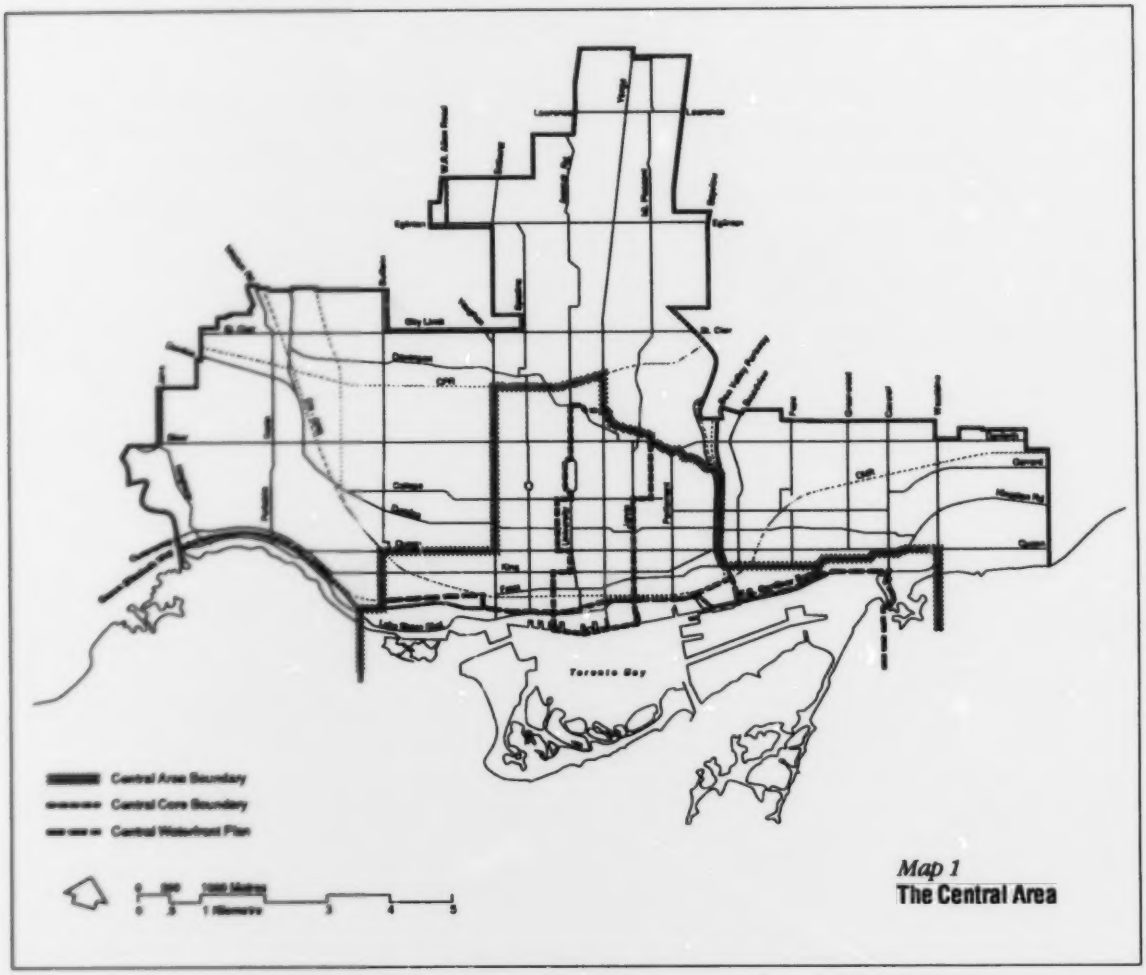
This survey is unique in that it combines many of the demographic and housing questions found in the Census with questions on the residents' travel patterns, their interest and opinions on recycling and their evaluation of a wide variety of public services. In other words, it combines the type of information that can be gleaned from opinion polls on public issues with the solid sampling and demographic detail that is surpassed only by a five-year Census.

CARS has accomplished these goals admirably. This report on the survey provides many general conclusions and addresses some contemporary questions important to the development of a new plan for the Central Area. As the survey itself was quite comprehensive in the breadth of data that was collected, this report is by no means exhaustive in its analysis of the findings. The data gathered by this survey remain a rich source of information that will be useful for many planning initiatives until data from the 1991 Census are released.

1.2 How the Survey Was Done

The survey was conducted using a representative sample of households; an attractive and understandable questionnaire was sent by mail to each household drawn. Of a range of economical ways of reaching a large urban sample, this was the preferred method. To maximize the accuracy of the survey without the expense of face-to-face or telephone interviewing a reminder was sent out after two weeks. A second reminder was sent out several weeks later with a second copy of the questionnaire. Appendix A includes a copy of the questionnaire, copies of the covering letters sent out and a schematic of the time line for this process.

The study area is the Central Area illustrated on Map 1. A rough description of the Central Area is the area bounded by Dufferin St., Queen St. West, Bathurst St., the CPR tracks, Yonge St., Rosedale Valley, the Don Valley Parkway, Eastern Avenue, Woodbine Avenue, and Lake Ontario. From the approximately 70,000 households in the Central Area, a sample of 2,833 addresses was drawn from the assessment rolls. The geographical destination of the surveys is shown on Map 2, where each dot represents one questionnaire mailed out.



Map 1
The Central Area

The sample was stratified by dividing the dwellings into units built and likely to have been occupied after the last Census (referred to here as post-1985), and units built and occupied before the Census (referred to here as pre-1986). From the smaller number of new units, one unit in eight was mailed a questionnaire. From the large stock of older units, one in 36 was sent a questionnaire. This was designed to provide a large enough sample overall, as well as enough new units to allow some conclusions to be drawn about those residents separately.[1] In the results that are reported here, this difference in sampling fraction is corrected for by counting more heavily each response from an older unit. In each case the sampled units were chosen using random sampling.

Due to the timing of *Cityplan '91* activities, the survey was conducted during the summer of 1989, over a two-month period in the middle and end of the summer. This is not the ideal time to survey households, with the interruptions of vacations, school closing, and cottage use. However, the two follow-ups served to give all but the most disinterested households the opportunity to participate. One complication was that the third round of questionnaire returns occurred during the Toronto Transit Commission slowdown in September, 1989. This might potentially have affected ratings of transit services for those respondents.

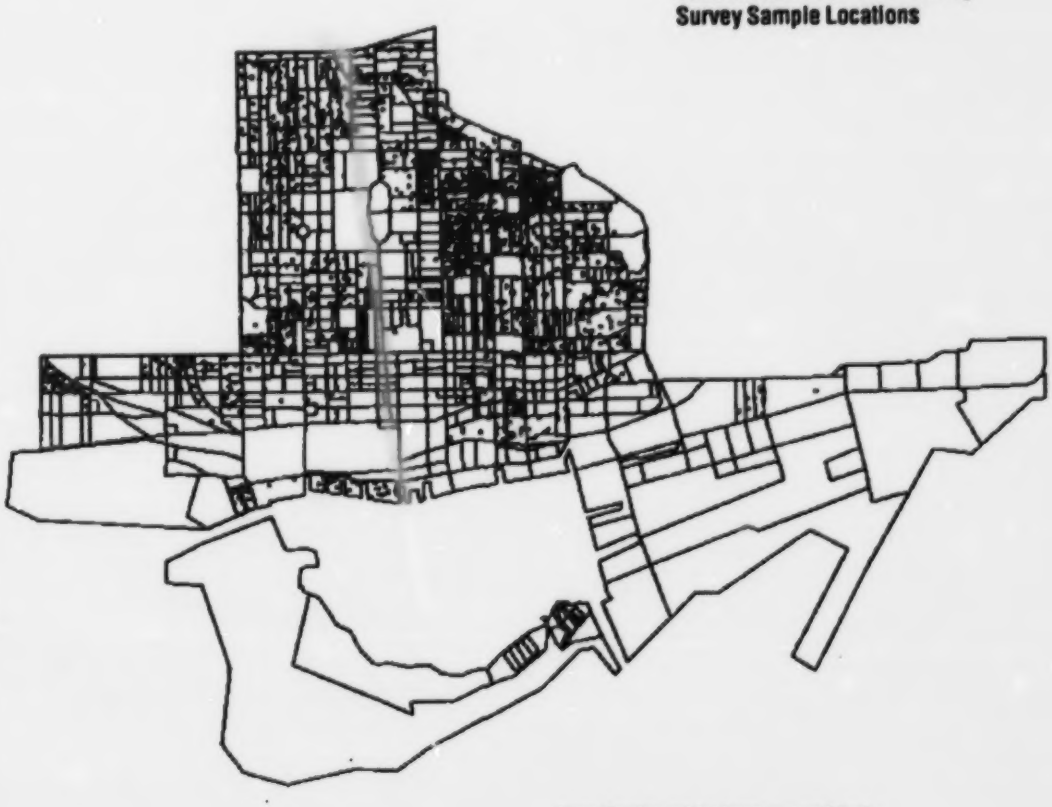
1.3 How Accurate Are the Results?

Over forty percent of the residents who received a questionnaire responded. This is slightly lower than was originally forecast in the project design, however it has provided a sample of over 1,100 responses. This represents a solid response rate for an economical survey design in a large urban area today.

What does a sample size of 1,100 households mean for the precision of the estimates reported in this report? This is the same sample size often used for important political polls: conclusions reported about the percent of persons or households in a category of interest will be correct within plus and minus 3 percent, 19 times in 20.[2]

The respondents appear to be quite representative of the sample as a whole, fairly accurately profiling the population of the Central Area in 1989. When possible, comparisons between 1986 Census information and the survey results will be mentioned. While the questionnaire was printed in English, an insert explained, in four other languages (French, Chinese, Portuguese, and Italian), that the questionnaire could be requested in those languages. While requests were received and answered, only a very small number of respondents actually answered non-English questionnaires. This suggests that there remains a relatively lower response rate among non-English speaking residents. Nevertheless, the respondents show the expected wide variety of ethnic, racial, religious and language backgrounds characteristic of the inner city in large Canadian urban areas.

Map 2
Central Area Residents' Survey
Survey Sample Locations



Data distributed by Assessment block.
One dot represents a single sample location.

There was no difference in the response rate between residents from units built before 1986 and residents from units built after 1986, but there were apparently slightly fewer responses from the units along the Lakeshore than would have been expected based on the number of units. Eighty-one percent of the returns came from households in private market housing (houses, condominiums, private rentals) while 19 percent were from households in social housing projects (co-operatives, seniors complexes, Ontario Housing, Cityhome, etc.); however, we do not know which specific households were receiving rent supplements or other social assistance. Disaggregating results according to this segmentation of the housing market would probably not stand up to the statistical rigour of the overall results, however it does provide for a generalized profile of the population according to housing preference.

1.4 How This Report is Organized

The ***Executive Summary*** highlights the most important findings and the most unusual results from the survey.

This section, **Section 1**, describes briefly how the study was carried out, and how reliable it is.

Section 2 of the report provides a profile of Central Area residents as a group, and compares them briefly with 1986 Census results for the rest of the City as well as the Central Area. This section looks at age, household size, the proportion of men and women, the count of immigrants and Canadian-born, marital status, family type, education, occupation and employment, commuting, and the occurrence of disabilities.

Section 3 contrasts new residents with older residents. Who is moving into the Central Area and who is occupying newer housing units? How is the Central Area's population changing?

Section 4 looks at how the survey data relate to emerging policy areas pertinent to *Cityplan '91:* children, single parent families, the needs of disabled persons, and transportation issues. The creation of downtown housing has the potential to counterbalance suburban to central city commuting with persons who have short city trips to work, and who may walk, cycle, or use transit. The responses to CARS show that this is indeed happening.

Section 5 addresses how residents view public services: their amount of use, and their opinions concerning the quality of those services.

Section 6 summarizes the most important findings.

Unless referenced otherwise, the source of all data discussed in this report is the Central Area Residents' Survey 1989.

2

Profile of Central Area Residents, 1989

A major tenet of the 1976 Central Area Plan was to improve the quality of downtown as a place of residence. Policies were put in place to preserve existing neighbourhoods as well as to promote the construction of new housing. These policies were highly successful as neighbourhoods were saved from a wave of commercial redevelopment and almost 22,600 new housing units were built. Concerns raised in the Quinquennial Review conducted in 1986 focused on the significant loss of affordable private rental units as the existing stock was gentrified, as well as concerns that the 7,000 social housing units built did not meet the target of 10,000 set in 1976.

Between 1976 and 1986 the population of the Central Area grew by 19 percent, while the number of households grew by 40 percent. This was occurring while the population throughout the rest of the City was continuing the decline evidenced during the early 1970's (by dropping 8.0 percent between 1976 and 1986). To put things in perspective, the population growth rate of the Central Area was comparable to the rate of growth experienced across the entire Toronto-centred region. The Central Area is a special place. People who choose to live in the inner city of major urban areas contrast sharply with the population residing elsewhere in the city. Generally, the residents of Toronto's downtown are younger and better educated than the residents of the outer neighbourhoods. They are more likely to be single, to be tenants, sometimes living in shared accommodation, to be working in professional occupations and to have high incomes. The poor live downtown too, although their 'choice' is probably heavily influenced by accessibility to clerical and service jobs as well as to social housing opportunities.

While this profile has probably been true for much of the inner city population for some time, many of the most distinguishing characteristics have been reinforced by recent migration patterns, changes in employment opportunities and housing opportunities. Recently, Statistics Canada has documented demographic change in the inner cities of

12 Census Metropolitan Areas across Canada: "Focus on Canada: The Inner City in Transition". This study, based on Census data, outlined how, for the first time since 1951, inner city population has risen. Commonalities among the population of most inner cities are documented. For instance, the population in all but two of the 12 CMA's is better educated than those residing in the surrounding regions, and there is a definite trend this way as the rate of change in inner city education levels has exceeded the rate in the surrounding areas. Education carries over into high rates of labour force participation, more professional occupations, and higher incomes.

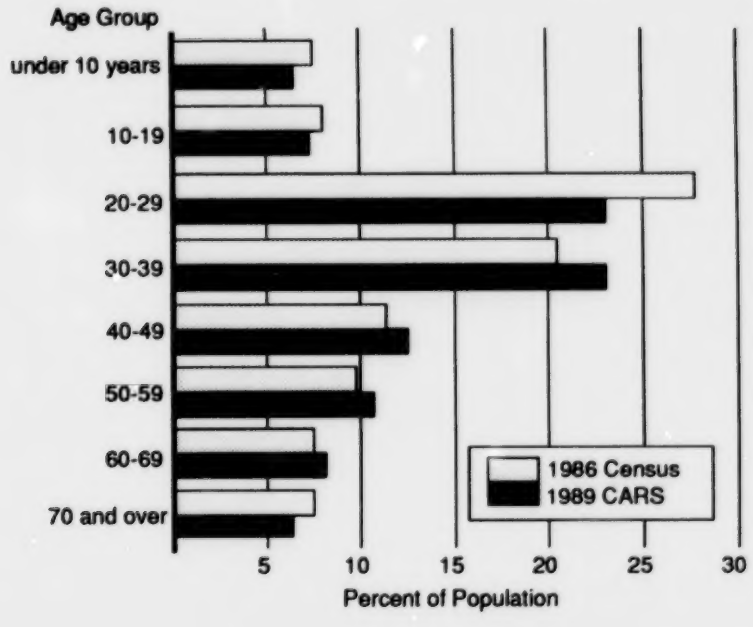
What does this mean for *Cityplan '91*? The preparation of a new plan for the Central Area of Toronto requires as thorough an understanding of the resident population as possible, especially given the rate at which this population has been changing. Statistics Canada, in looking at a dozen urban centres, has concluded that there is a 'back to the city' movement taking shape. The population of the Central Area of Toronto has been on the rise since 1976. Toronto could be on the leading edge of other important transitions. Examination of the CARS survey data could reveal important considerations for land use, social and transportation policy initiatives. How long will these trends run? Is there enough room downtown to meet the demand for central housing? What kind of housing is in demand? What services need to be provided to create viable, quality neighbourhoods downtown? Will the young, single professionals stay downtown when they form families and have children?

2.1 Who Lives Downtown?

In our sample of residents, we looked at both the household and at the individual person. Results for households, individuals, commuters, and workers, will be used as appropriate throughout all the following sections of the report. Because the responses had to be weighted to reflect the sampling design, percentages will be reported rather than absolute numbers.

The population in the Central Area, as revealed by the survey, is skewed toward young adults. As shown in Figure 1, within the Central Area, both the 1986 Census and this study show almost one-half of the population is between the ages of 20 and 39. Ten percent of the population is 65 years of age or older, showing little variation from the 11 percent found in the 1986 Census and not very different from the 12 percent of the entire City's population who are seniors.

Figure 1
Age Distribution in Central Area: 1986 Census vs. 1989 CARS

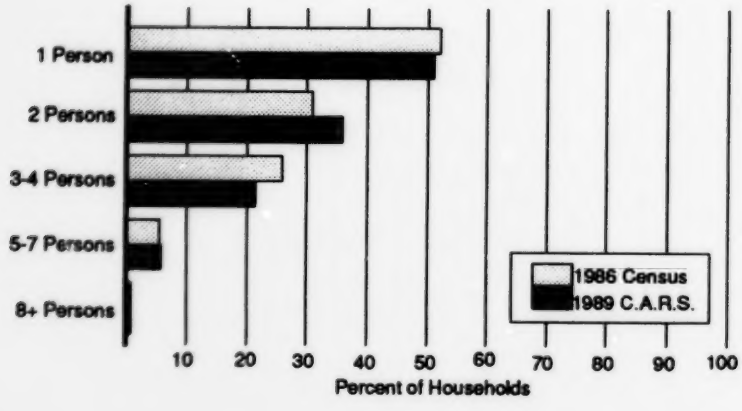


The population of the Central Area, as revealed by the survey, lives in smaller households than did those in the City as a whole in 1986. For example, the 1986 Census found the average household size to be 2.4 persons for the City of Toronto as a whole and 2.0 in the Central Area. Our Central Area sample averaged 2.0 persons per household. To put this in context, to house an additional 5000 persons in the Central Area today will require 2500 dwelling units, whereas elsewhere in the City it would only require 2083 dwelling units.

As Figure 2 shows, when the 1986 Census results for the Central Area are compared to the CARS results there is, in 1989, a smaller fraction of households with 3 to 4 members, and more households with two persons.

The proportion of men and women in the entire group of individuals residing in the sample of Central Area households is the same as that of the City at the last Census: 51.5 percent women. But the marital status of individuals in the CARS study is different from the profile City-wide. There are more single and divorced persons in the Central Area,

Figure 2
Household Sizes



as a proportion of individuals, than were found across the City in 1986. Conversely, there were fewer married and widowed persons.

Overall, the comparisons with the Census suggest that the CARS survey is quite representative of the Central Area as reported by the Census.

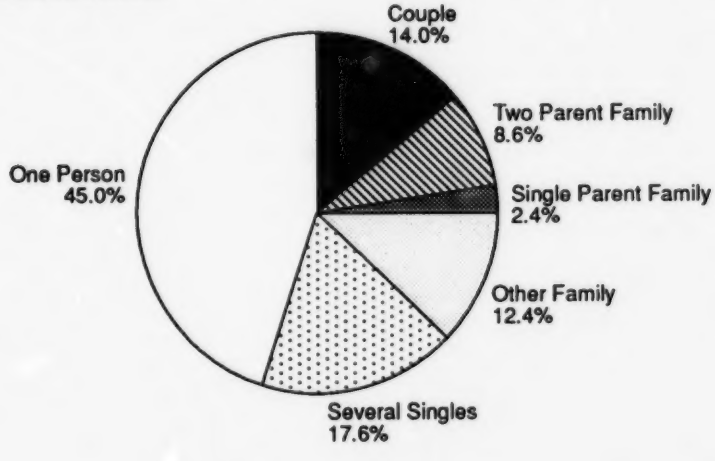
Since the CARS survey was not as detailed as the questionnaire used during a Census, it is not possible to construct a definitive comparison with many Census indicators. However, by looking at the composition of households, we can disaggregate findings for certain types of family households as well as for non-family households.

Household Composition:

- two-parent families (at least one child under 18 years of age)
- married couples with no children at home
- single-parent families
- other households including extended families
- non-family households
  - one person
  - several singles

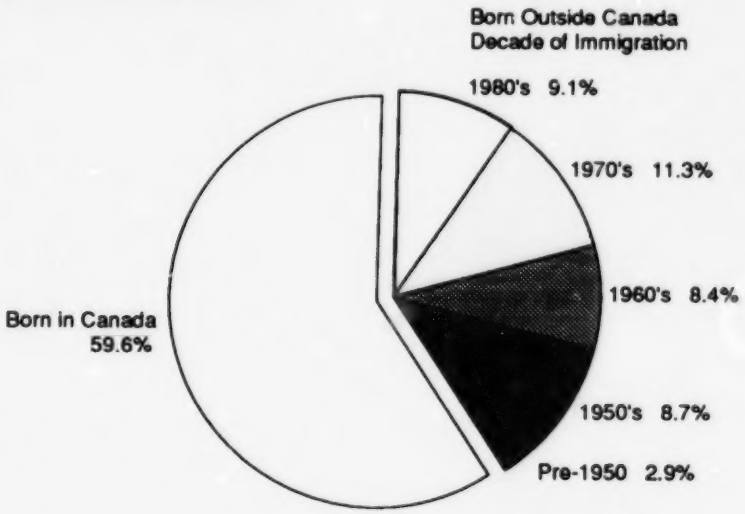
In the CARS sample one finds that the Central Area is dominated by households made up of single persons (one or more). Sixty-three percent of the households are non-family; 37 percent are family households. Non-family households can be further divided into single-person households (45 percent) and groups of 2 or more single persons living together (18 percent). These multi-person non-family households are referred to as 'several singles' in some of the figures used throughout this report. The percentage of households in each group is shown in Figure 3. No direct comparison with the Census is possible because Statistics Canada asks much more detailed questions on who is related to whom, and determines family composition in a different manner. However, we do know that in 1986, 60 percent of Central Area households were non-family. The Census also found that 36 percent were family households and the average number of children per family that had children was 1.6. The CARS data show that only 11 percent of families have children but among those families, the average number of children is 1.8.

Figure 3
Household Composition



Since immigration has greatly changed Toronto over the last 40 years, it is important to look at the immigration status of the sample. The head of household (husband, wife, single parent, or other adult as the respondent chose) was asked where he or she was born. If the household head was an immigrant to Canada, the year of immigration was asked. Figure 4 shows the high proportion of Central Area residents who were not born in Canada (40 percent), and a remarkably even distribution of decades in which these persons arrived in Canada.

Figure 4
Immigration of Household Heads



The ethnic, racial, or religious groups to which people feel they belong because of their family background are very important in determining their needs. In this study, household heads were asked to indicate any groups to which they belonged. They were also asked what language each member of the household learned first in childhood and still understood. The following table, Table 1, shows some of the rich diversity of the Central Area.

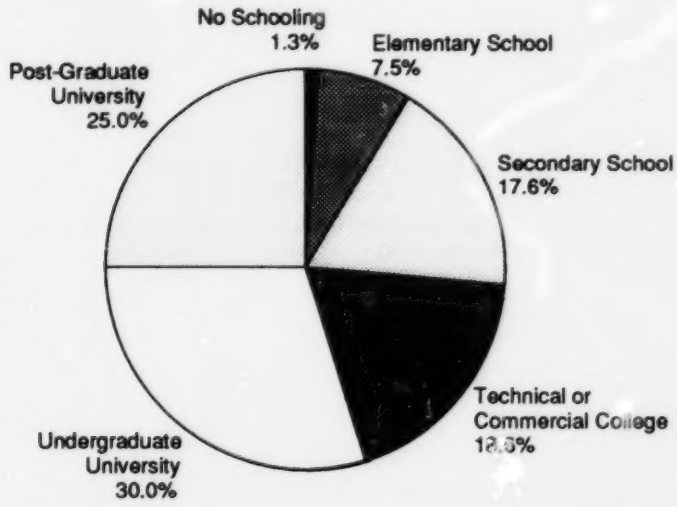
Table 1
Mother Tongue of All Individuals

Language Group	Percent
English	69.1
Chinese	8.9
Portuguese	4.0
French	2.7
Filipino	1.6
German	1.4
Italian	1.3
Ukrainian	1.1
Other Groups	9.9
Total	**100.0**

2.2 A Well-Educated Labour Force Employed in Professional Occupations

The education levels found in the study area are shown in Figure 5. Fifty-five percent of the household heads have attended university. This is a significant jump from the 42 percent found in the 1986 Census. The percentage of the Central Area population with a university education has risen with each Census, from 24 percent in 1971 to 37 percent in 1981. When the percent of respondents who have attended community colleges and technical schools are added to the CARS result, almost three-quarters of the respondents are included. This is a very highly educated group of adults. Higher levels of education tend to be found predominantly in market housing (59 percent) while 39 percent of respondents from social housing projects have attended university.

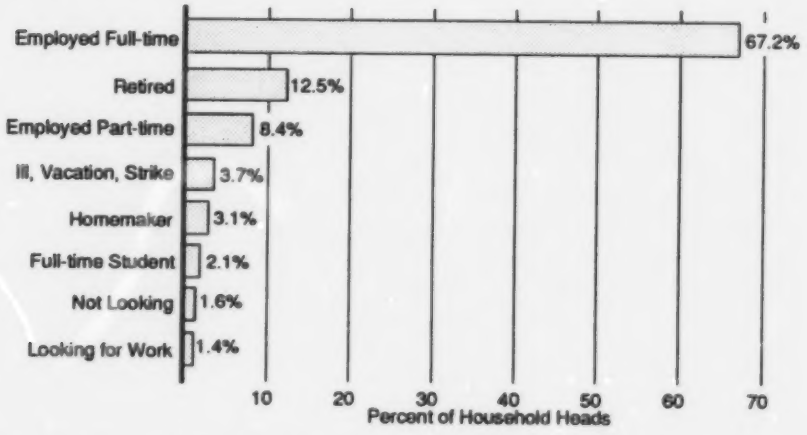
Figure 5
Highest Level of Schooling (percent of household heads)



Labour force participation in the Central Area is very high, as might be expected from the combination of high levels of education, the ages of the residents, the high costs of housing, and the small size of households. As shown in Figure 6, 67 percent of the household respondents are working full-time. If the labour force participation rate is approximated from this data, the percent of people in the sample who are in the labour force is 76.6 percent of the household heads. This is only an approximation since it only includes some of the classifications used by Statistics Canada; CARS did not yield an accurate estimate of those actively looking for work. In 1986 the Census showed that the participation rate for total population residing in the Central Area was 72.8 percent.

As with education, the labour force picture is quite different for the occupants of social housing. Only 49 percent of respondents living in social housing are working full-time. This variation is partly a reflection of an older population in social housing projects where seniors are clustered. While 12.5 percent of all respondents are retired, 21 percent of household heads in social housing units are retired.

Figure 6
Labour Force Participation in the Central Area



The occupation of household heads who responded to the survey were concentrated in managerial, administrative, and professional categories (38.4 percent) with the next highest proportion being teaching, health services, and religious occupations (14 percent). As shown in Table 2, the other more common occupation groups are service oriented.

Table 2
Occupation Mix

Occupation Group	Percent
Managerial, Administrative, Professional	38.4
Supervisory, Technical, Sales	11.5
Clerical	12.5
Teaching, Health, Religious	14.0
Service	5.4
Manufacturing, Transportation, Utilities	7.8
Other	10.4
Total	**100.0**

This represents a fairly good match of a gentrified residential population with a downtown employment market dominated by financial services, government and head office functions. The first three groups in Table 2 generally represent occupations found in office settings (62.5 percent hold occupations that are managerial/professional, supervisory/technical, or clerical). In fact, according to the annual survey of employers conducted by the Metropolitan Toronto Planning Department in 1988, this "Office sector" represented 61 percent of all Central Area employment opportunities. The results of the Metro employment survey are shown in Table 3. The teaching, health and religious group, at 14 percent of occupations, compares favourably with the 12 percent of all employment found in the "institutional" sector by the Metro survey. Additionally the 7.8 percent of occupations in the manufacturing, transportation and utilities group is very close to the share of all "manufacturing & warehousing" jobs in the Central Area, 7 percent.

Table 3
Employment Profile

Employment Sector	Percent
Office	61.1
Institutional	12.5
Retail & Service	16.7
Manufacturing & Warehousing	6.9
Other	2.8
Total	**100.0**

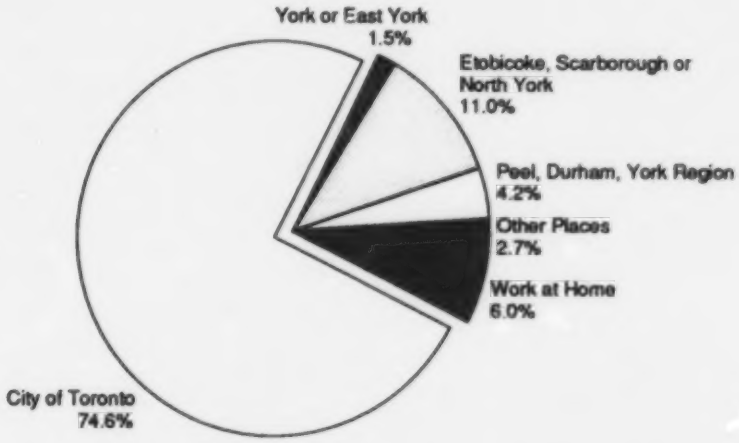
Source: Metropolitan Toronto Planning Department E.L.A. Database, 1988

The 12 percent of Central Area residents employed in clerical jobs is a significant number and is encouraging. Structural changes in the labour market that have emerged through the 1980s, leading to an increasingly professional and managerial labour force profile, have contributed to the gentrification trend in the City and led to concerns surrounding the ability of members of the very important clerical component of the downtown labour market to find accommodation in the City. This survey shows that many clerical employees have found housing alternatives downtown, although they may have to rely on social housing or sharing a home with one or more others. Eleven percent of responses from heads of households in social projects were clerical employees, while 9 percent of market sector household heads were holding clerical jobs. Single persons, whether living alone or in shared housing arrangements, are very likely to hold down managerial/professional jobs, with clerical jobs being the next most likely occupation.

Central Area residents are very likely to work in the City of Toronto; 74.6 percent of household heads are working in the City, with an additional 6 percent working at home. Figure 7 shows that beyond the City, their destinations are very widely dispersed across

the Greater Toronto Area. To a very minor degree, residents of social housing projects are more likely to hold jobs outside of the City of Toronto. Only 22 percent of household heads in social housing units are commuting out of the City of Toronto. This is only slightly higher than the 19 percent of the larger portion of respondents living in market housing who travel out of the City each day.

Figure 7
Place of Work



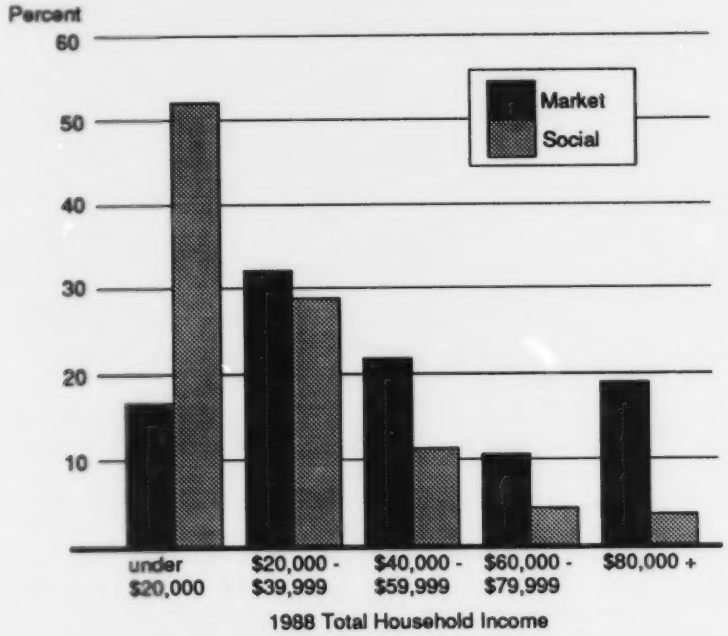
The income levels of the households in the study, as shown in Table 4, are widely distributed. The median household income in 1988 was approximately $38,000. There is some indication of a concentration of households at the upper income level. This is a trend evident in the central parts of all major Canadian cities, as documented in "The Inner City in Transition". Holding incomes constant in 1985 dollars, Statistics Canada has shown that, between 1970 and 1985 the percentage of families with incomes below $20,000 declined from 43 percent of all Central Toronto families to 33 percent. Coincidentally, the proportion of families with incomes of $60,000 or more grew from 9 percent of all Central Area households to 22 percent. While evident across the country, this indicator is most prominent in Toronto, followed by Ottawa-Hull, Montreal and Edmonton.

As one would expect, there is quite a significant difference in the income profiles when the responses are disaggregated according to private and social housing markets. Figure 8 compares the distribution of households by income levels within the two housing market segments. There are so many households in social housing projects with incomes below $20,000 that it is not possible to estimate the median household income of this sub-population except to acknowledge that it is less than $20,000.

Table 4
1988 Household Income

Income Range	Percent
Under $10,000	9.2
$10,000-$19,999	13.1
$20,000-$29,999	14.7
$30,000-$39,999	16.1
$40,000-$49,999	11.2
$50,000-$59,999	9.0
$60,000-$69,999	4.6
$70,000-$79,999	5.2
$80,000 and Over	16.8
Total	**100.0**

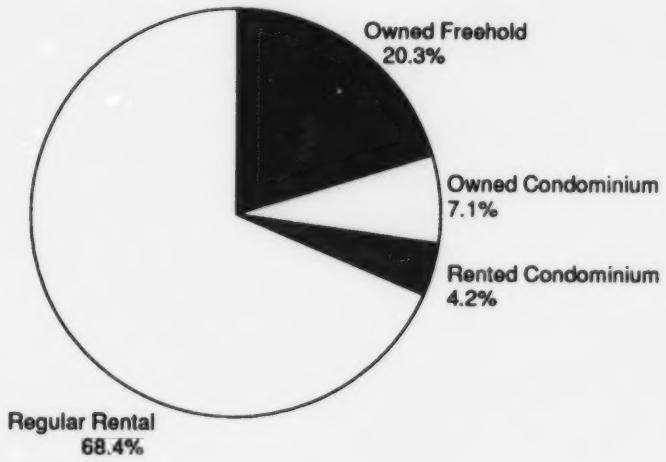
Figure 8
Household Income by Market Segment



2.3 What Kind of Housing is found in the Central Area?

Seventy-two percent of all households are tenants. This is very different from the rest of the City where roughly 53 percent of all households are tenants. Twelve percent of households live in a condominium unit. A very useful breakdown of the sample is seen in Figure 9, where the spectrum of housing by tenure is shown (freehold ownership, condominium ownership, condominium rentals, etc). What stands out is that 4 percent of all households live in rented condominium units. ***Thirty-seven percent of all condominium units in the sample are rented,*** rather than being owner-occupied. This indicates the degree of absentee or investment ownership of condominium units, as well as the fact that some developers have held condominium-registered units off the sales market.

Figure 9
Ownership/Rental Spectrum



What is the housing situation of the various kinds of families in the Central Area? Two-parent families with children are much more likely to live in a house owned by the family; 56 percent do so, with 42 percent in rental apartments. Single-parent families depend mostly on regular rentals (78 percent), but represent the highest fraction of family types with the highest fraction in owned condominiums. There is one other interesting difference in housing type among single parent families. While 2 percent of households responding from market units were single parent families, 5 percent of households responding from social housing projects were single parent families.

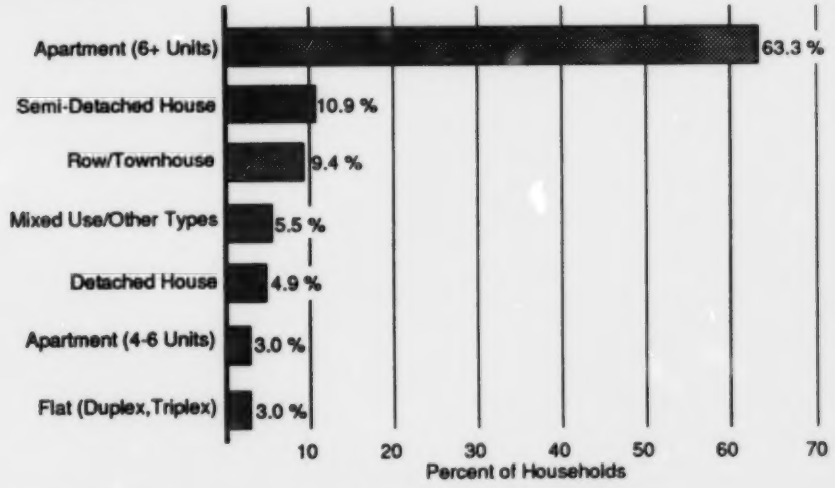
The details of ownership/rental for each type of household are shown in Table 5.

Table 5
Housing by Household Type

Household Type	Owned Freehold	Owned Condominium	Rented Condominium	Rented Apartment	Total %
Two Parent Family	55.9	2.0	0.3	41.8	100.0
Single Parent Fam	4.8	15.6	1.1	78.5	100.0
Couple	28.1	11.4	6.9	53.6	100.0
Extended/Other	44.5	8.3	2.3	44.9	100.0
Single Persons	9.5	6.3	4.7	79.5	100.0

The type of dwelling unit in which people live is, not surprisingly, predominantly apartments. As Figure 10 illustrates, the split between on the ground units (houses, townhouses, duplexes and triplexes), at 28 percent of units, and apartments and mixed use structures, at 72 percent of units, reflects the density of the Central Area.

Figure 10
Dwelling Type



2.4 What Does it Cost to Live in the Central Area?

From the income group and the rent or mortgage cost level of each household a rough estimate was made of the ratio between shelter cost and gross income by taking the midpoint of each income range. Figure 11 shows the distribution of households in each category of shelter cost burden. While 13 percent of households pay no shelter cost, and 66 percent have costs which are under the thirty-percent of income standard, a total of *21 percent must pay more than 30 percent of their income on shelter.*

Looking in particular at tenants versus owners, we find that the shelter cost burden carried by the tenant group is much greater than that carried by the owner group. Not only are most of those households with a high relative burden *tenants*, but over half the owners are paying less than 10 percent of gross income for shelter. The two groups are compared in Figure 12. Almost 30 percent of respondents in social housing, as compared with 19 percent from market housing, are paying more than 30 percent of household income on shelter. This could be an indication of unmet housing need and the adequacy of rent supplement programs to address these needs.

Figure 11
Shelter Cost-to-Income Ratio

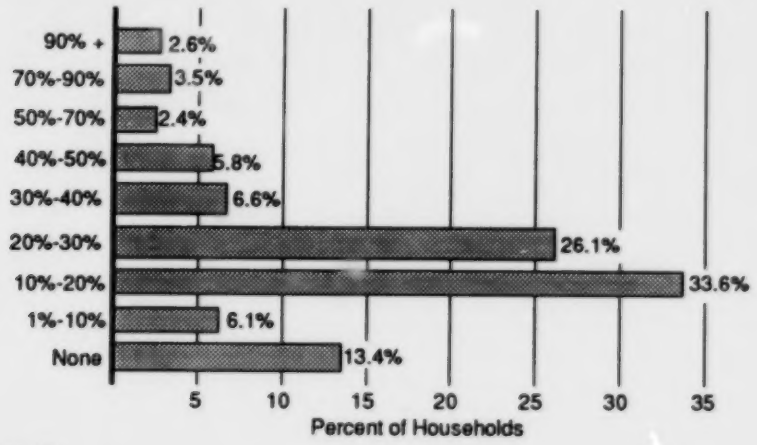
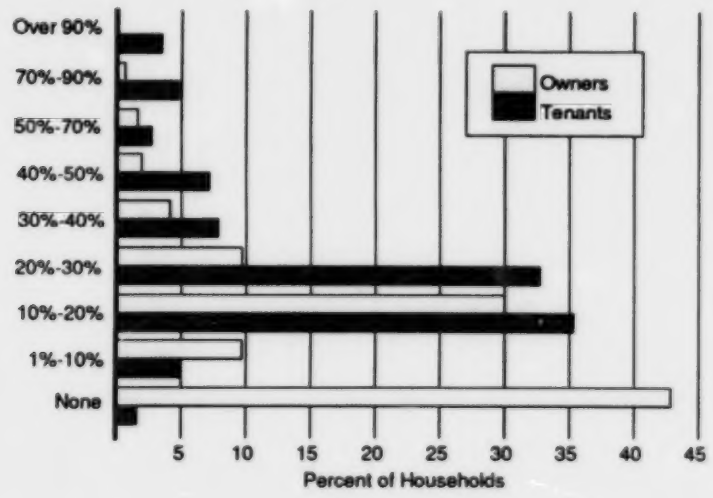


Figure 12
Shelter Cost-to-Income Ratio by Tenure

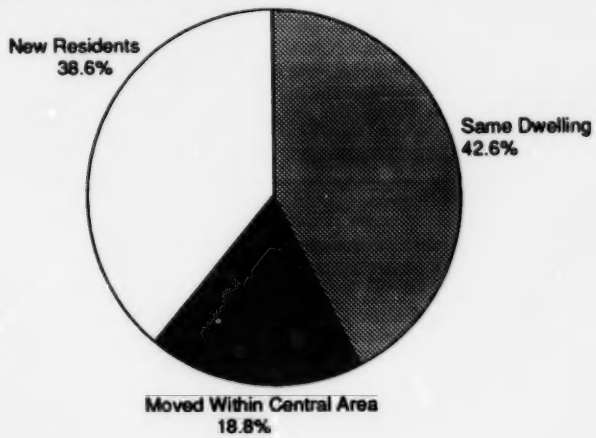


3

New Residents and New Housing

Specific housing targets were established for the Central Area in the 1976 Plan. Almost 23,000 dwelling units have been built downtown since that time, finally surpassing the 20,000 unit target set for 1986. To what degree has this level of production fostered a sense of community among downtown residents? There is a definite lifestyle preference among certain segments of the population for downtown living; 43 percent remained in the same home between 1984 and 1989, and a further 19 percent moved between homes within the Central Area. But 39 percent of the households are new to the Central Area. This latter sub-population may be more representative of the population that may occupy future developments downtown than would be indicators drawn from the total sample. We refer to this three-way division within the sample as 'mobility status'; the relative proportions of responses are shown in Figure 13. By looking at differences among three sub-populations of the sample, new residents, movers within the Central Area, and those who live in the same dwelling, we can identify significant trends which could be of use in building scenarios of how future housing built in the Central Area might be occupied.

Figure 13
Mobility Status of Households 1985-1989

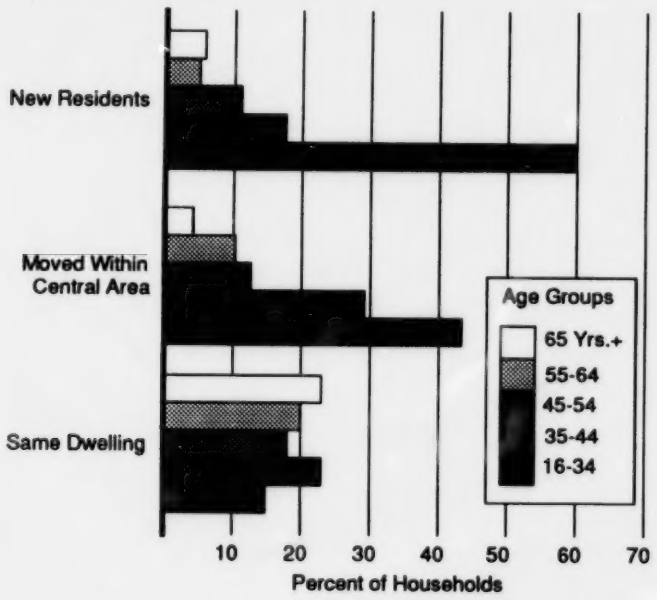


A more traditional way of looking at the changes in the Central Area is one based on the age of the dwelling unit. There have been almost 6,000 housing units built in the Central Area since January of 1986. While the age of a housing unit is not directly related to the types of people who will occupy the unit, nor the needs for public services of those residents, it may be useful to assess the extent to which the residents of these new units tend to differ from those in older units. For this purpose, Central Area households have been categorized based on the year of construction of their dwelling unit into pre-1986 and post-1985 units. There is some correspondence between new units and in-migrants as 60 percent of the newer housing stock was occupied by new residents. There is also some capture of persons already residing in the Central Area by this newer housing stock. The units built since 1985 have not been sufficient to totally satisfy the demand for housing from in-migrants; only 13 percent of the new residents ended up in the post-1985 building stock.

3.1 Personal and Family Characteristics

The new residents are much younger; fully 60 percent of those moving into the Central Area during the past 5 years were 35 years of age or younger. As shown in Figure 14, each group, (those who stayed in the same dwelling, those who moved within the

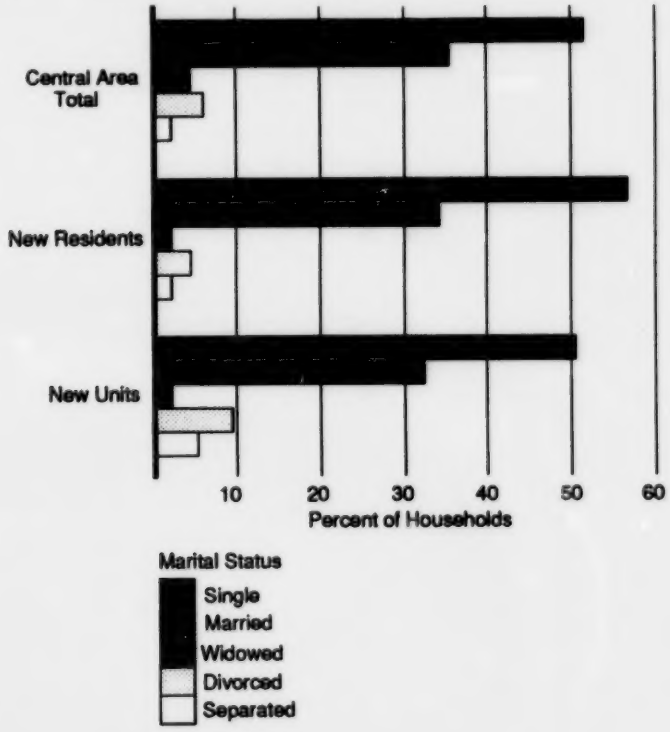
Figure 14
Age Distribution by Mobility Status



Central Area, and new residents), has a distinct age distribution. While younger residents are expected to be more mobile, the differences here are dramatic. The same pattern exists between residents of new and old units: the new units have a much younger set of residents than do the older units. As one might expect seniors are less mobile, representing a greater share of the population who have remained stable since 1985. However, it is interesting to note that 6 percent of new arrivals were seniors.

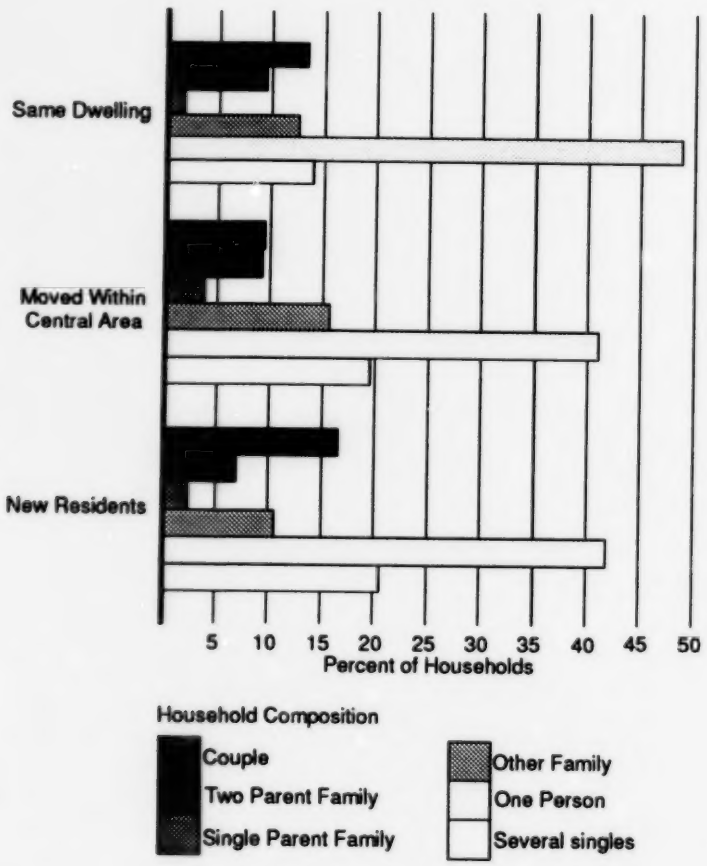
The newer residents are more likely to be separated or single, and less likely to be married or widowed. Figure 15 shows the marital status for the entire sample, for new residents to the Central Area, and for residents of post-1985 units. The most striking contrast is between the percentage divorced and the percentage separated in the residents of newer and older housing. The percentage divorced differs from 9.5 percent to 6 percent, the percent separated differs from 5 percent to 2 percent between old and new units. Changes in marital or family status often require new housing arrangements, often resulting in the occupancy of a newly-built unit.

Figure 15
Marital Status for New Residents and New Units



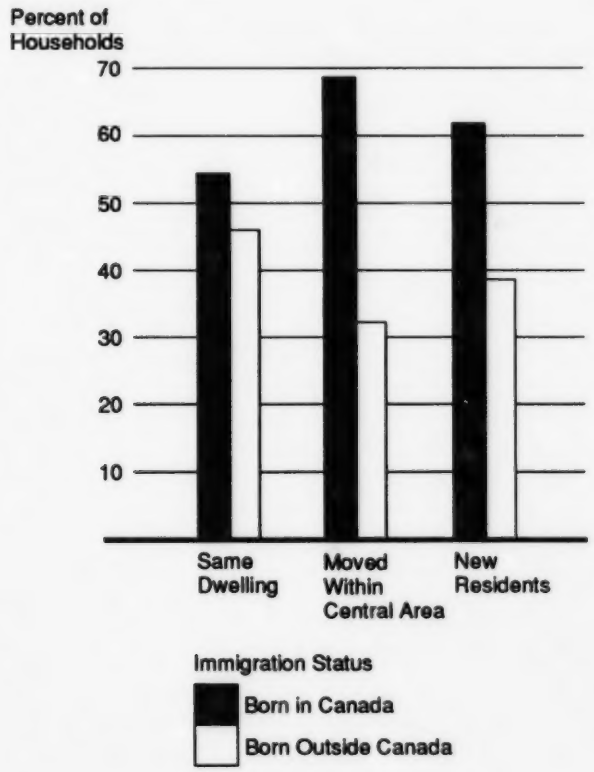
Family composition also differs, but not as dramatically as marital status. Figure 16 shows how the mobility status of households relates to household composition, using the scale of household types developed in Section 2. The predominance of non-family households, and the low prevalence of families with children, is seen here, even in comparison with the Central Area as a whole.

Figure 16
Household Composition by Mobility Status



While there is no sign that the residents of new units are more or less likely to be Canadian-born or immigrants (in fact the split is identical), the immigrants living in new units tend to be more recent arrivals. What is dramatic is the differences between new residents, residents who moved within the Central Area, and those in the same dwelling (See Figure 17). Sixty-eight percent of movers within the Central Area, and 62 percent of new residents are Canadian-born, but only 54 percent of those who remained in the same dwelling are Canadian-born. The new residents and mobile residents are more likely to be Canadian-born. But a check of the ethnic diversity of the household heads shows few differences between old and new Central Area residents.

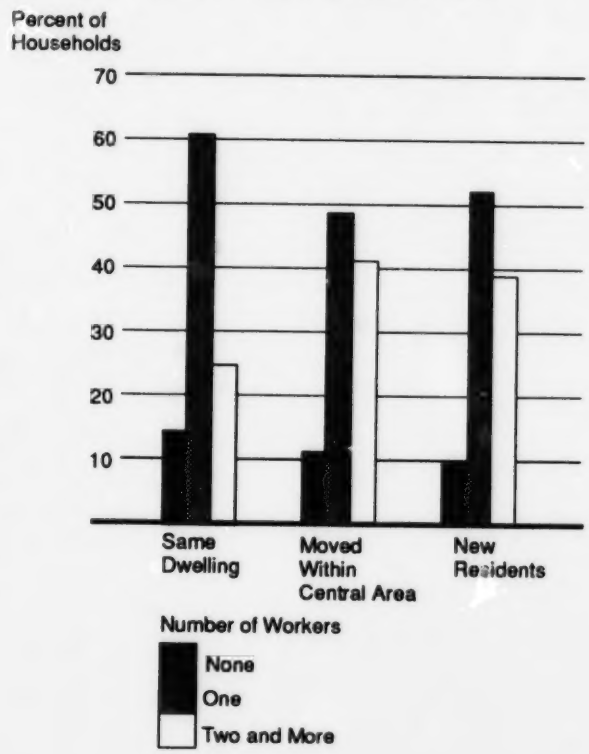
Figure 17
Immigration Status by Mobility Status



3.2 Occupation and Work Differences

The new arrivals to the Central Area are more likely to hold a job than are longer term residents. Whereas those who have changed dwellings tend to have either no workers or one worker per household, new arrivals and movers within the Central Area tend to have one, two, or more workers. The average number of full-time workers per household is 1.16 in the "stay put" group, but is 1.39 in the mobile groups. This difference is clearly not due to sampling error. Figure 18 illustrates the distribution in more detail.

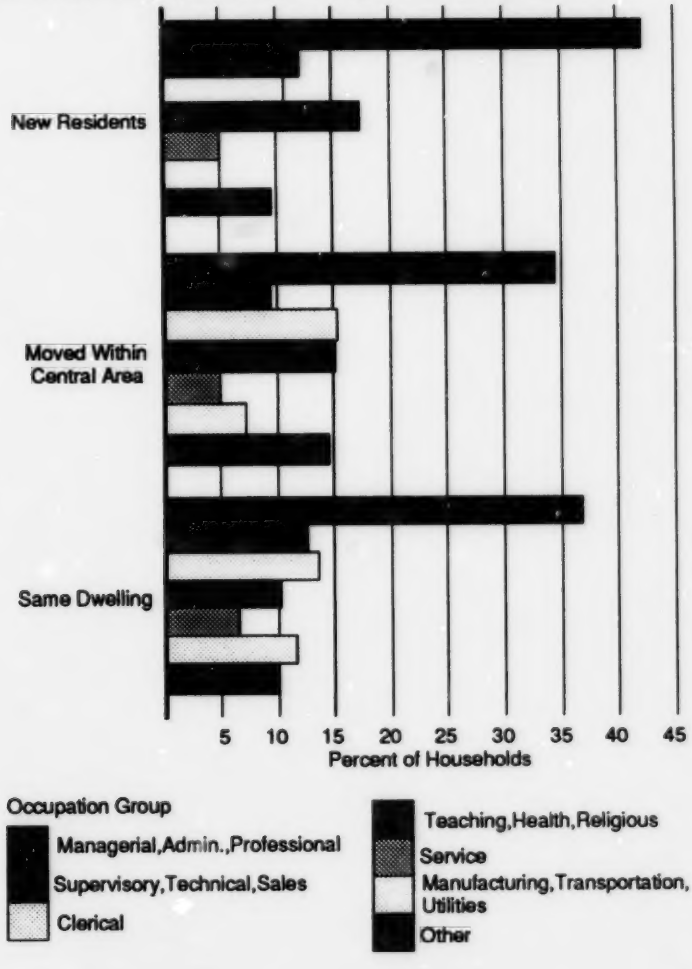
Figure 18
Households by Number of Full-time Workers for Mobility Status



The occupational groups to which the Central Area resident labour force belongs differ dramatically depending on the mobility of the household, and support earlier research and popular opinion about the downtown being a magnet for high-income professionals. Occupation groups more common among the new or more mobile residents include managerial, administrative, and professional, and the teaching, health,

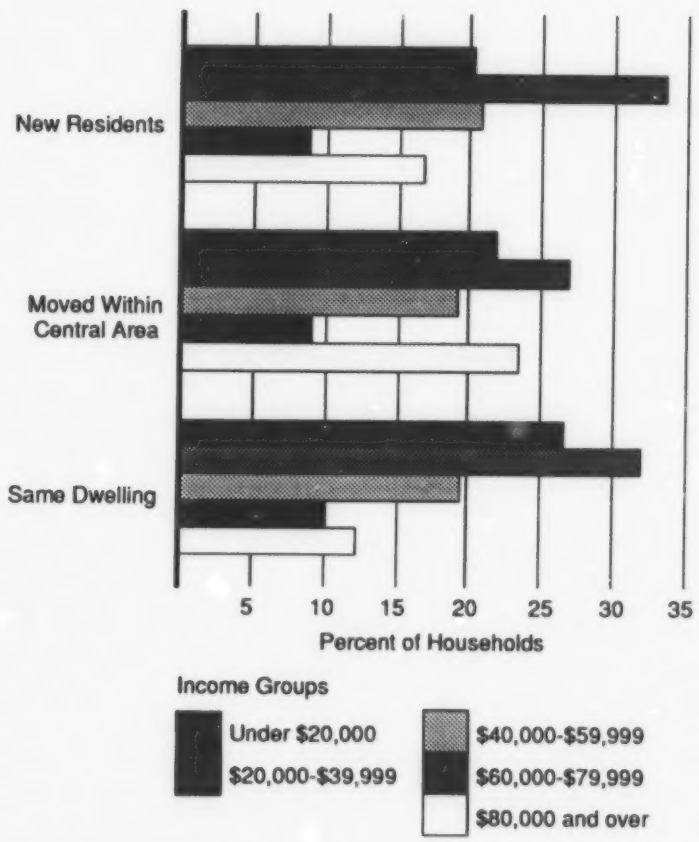
and religious fields. The residents who did not move are relatively high in the secondary industries such as manufacturing, transport, and utilities, although even in this "stay put" group, the largest single category is the managerial, administrative, and professional group. These occupation breakdowns are shown in Figure 19. *The occupation distribution is 50 percent more managerial in the newer housing units.* A Central Area, already popular as a place for white collar workers to live, is becoming more so. This is also a reflection of the type of housing that has been built downtown with an emphasis on expensive condominium projects.

Figure 19
Household Respondents by Occupation Group for Mobility Status



The income distribution of the Central Area households differs between the "stay put" group and the mobile groups. In particular, one quarter of those households who moved within the Central Area had incomes over $80,000 in 1988. Even a look at the post-1985 units finds 20 percent with incomes in that range, whereas the entire Central Area has only 17 percent in the top range. *Low- and moderate-income households therefore tend to be found in the older housing stock and tend to be less mobile.* Figure 20 illustrates the different income distributions.

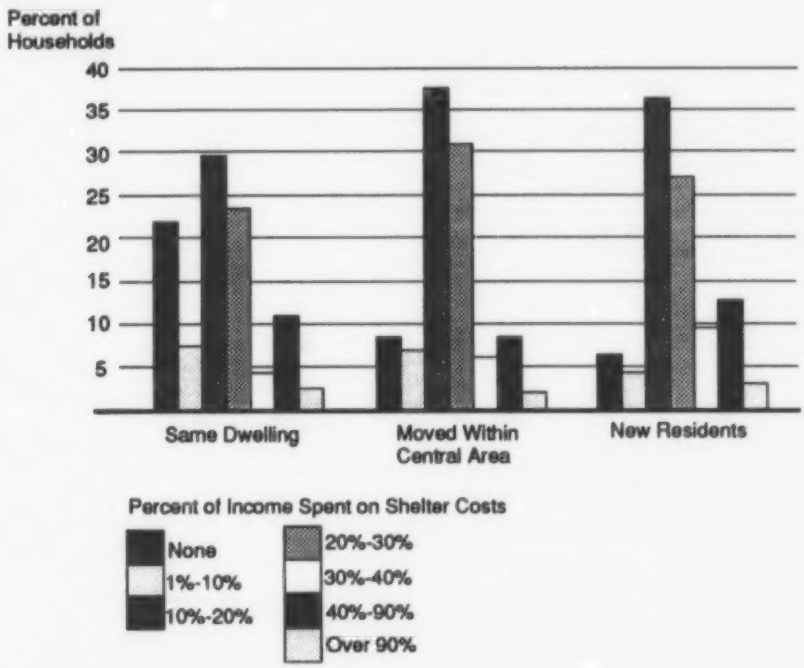
Figure 20
Household Income Distribution by Mobility Status



3.3 Differences in Housing Choices and Costs

The shelter cost burden faced by different households varies greatly. Those who have lived in the same dwelling for 5 or more years are much more likely to be mortgage-free (22 percent of those households). As shown in Figure 21, a pattern emerges in which the more mobile a person the higher on average the shelter cost-to-income ratio. Also when looking at the critical cut-off of 30 percent of income or more for shelter, one finds that 18 percent of "stay put" households, 16 percent of movers, and 26 percent of new residents have housing costs that great. As expected, the newer units, built when land and construction costs were higher, show a much higher fraction of households in a precarious shelter cost situation. The new units have high proportions of persons in the 10 percent to 40 percent shelter cost situation. Older units have relatively more households in the 10 percent and under range. Despite these clear differences, there is a sizeable number of households with a high housing burden in all portions of the sample.

Figure 21
Household Shelter Coast-to-Income Ratio by Mobility Status

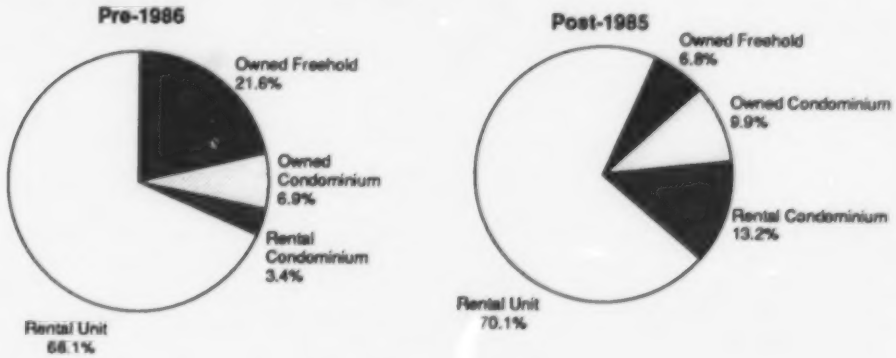


Looking at the actual dollar value of shelter costs (rent or mortgage payments), the burden of recent housing costs is apparent. The older stock tends to have more units in the lowest rent categories, up to $600 per month, whereas the newer stock has more units in the $600 and up categories. *Twenty-three percent of new units cost $1,200 per month or more, only 10 percent of older units cost that much.*

Looking at tenure and unit type provides some rare insights into what is happening in the housing market (See Figure 22). New residents are more likely to live in rented condominiums which are in turn more likely to be new units. On the other hand, older units are much more likely to be owned freehold and occupied by non-moving residents. Condominiums as a whole account for 23 percent of the post-1985 units in the study, of which *fifty-seven percent are rented.*

Of course, household structure has a lot to do with housing affordability. The high cost of newer housing almost requires that there be more than one member of the household contributing to housing expenses. Sixty-four percent of households comprised of unrelated individuals are faced with shelter costs of between 10 and 30 percent of total household income. Couples without children and two-parent families are more likely to have no mortgage/rental payments or to be clustered at the 10 to 19 percent threshold of shelter to income ratio. Meanwhile, 44 percent of single-parent families are faced with monthly payments of 30 percent or more of household income.

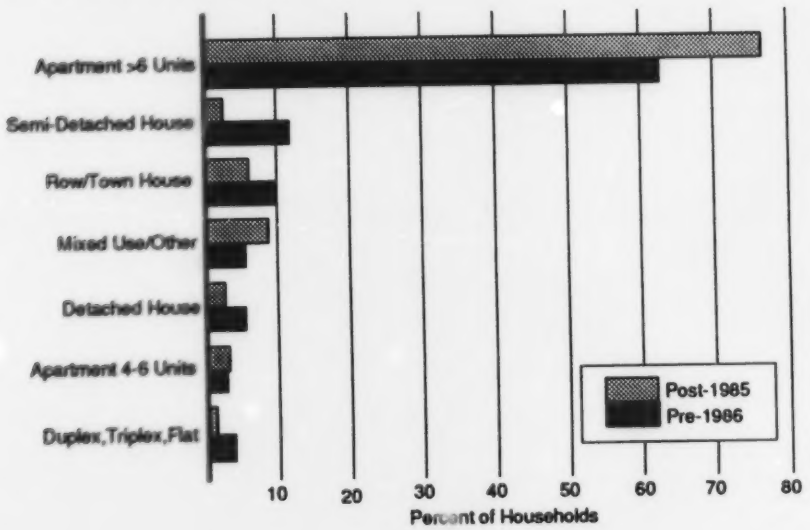
Figure 22
Ownership/Rental Spectrum by Age of Unit



Rental units dominate all parts of the Central Area. Seventy percent of the newer units are regular rentals (apartments). When the rented condominiums are included, the rental market total rises to 83 percent; this is more than a 10 percent difference compared to the older units.

Given the cost of land in the core of the City, it is not surprising that the new units are mostly in high-rise buildings (76 percent). Whereas houses (detached, semi, and row) make up over one-quarter of the old units, only one-tenth of the new units are houses. Figure 23 captures these differences.

Figure 23
Dwelling Type by Age of Unit



3.4 New Central Area Residents in Review

The evidence in the survey is clear. The new residents arriving in the centre of the city, and those moving around this area, are more likely to be young, single (including separated, or divorced), and are less likely to have children. They live in small households, often made up of unrelated individuals.

Many of these new residents are employed in the City, in white collar, often managerial or professional positions. In fact, newer Central Area residents are increasingly employed in white collar jobs located in the Central Area. They are more likely to have been born in Canada than are the residents already in the Central Area, but have the same profile in terms of country of origin, ethnicity, race, or religion as the more established Central Area residents.

Faced with the tight housing market, the new or mobile resident most likely will rent an apartment, or a condominium. Many households will have to carry a significant rent-to-income burden.

Many other subgroups can be found in the sample. The more than 40 percent of residents who live in the same dwelling as they lived in 5 years ago are much more likely to be married or widowed, and to have a family with children or adult offspring at home. More of this "stay put" group is retired or works in a traditional industry, although white collar occupations still constitute the largest single occupational group. More than one-fifth of this group is mortgage-free, and many have a house rather than an apartment.

Families with children can be found in the Central Area, though they are only a small fraction of households. Almost none of these families live in condominiums, most live in houses or in rental apartments.

4

Emerging Policy Areas

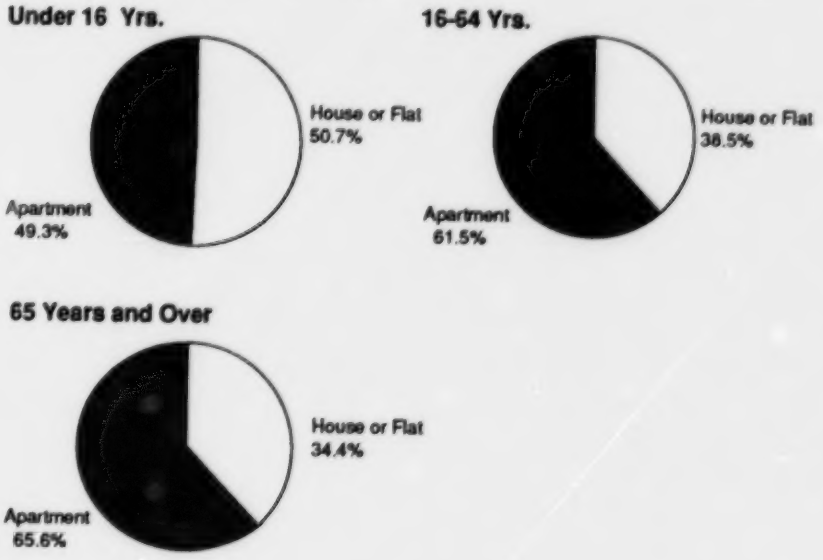
4.1 Providing a Quality Environment for Children

The 1976 Central Area Plan set out to make the downtown a vital residential district as well as the focal point of business activity for the Toronto region. Housing 'suitable for families with children', defined as units with 2 or more bedrooms with direct access to grade, was deemed a pre-requisite for attracting families downtown. The Official Plan set a target of 5,000 such units to be built within the Central Area (10,000 City-wide). At the time this survey was conducted there had been almost 11,000 large units built since 1976. However most of these probably do not have direct access to grade. Thirty one percent of these family-sized units were built by non-profit agencies. Other surveys have determined that there are a considerable number of families living in units that did not meet the 1976 definition of 'suitable for families with children'. While there is no way to measure this comprehensively, it is important to find out how many families, children, and single-parent households are living in the Central Area, and how they are housed.

In fact, less than 10 percent of the survey population are under 16 years of age. However, unlike households as a whole, households with children occupy a higher proportion of houses and flats. Fully 50 percent of the children in the survey were found in these dwelling types. Figure 24 shows the dwelling type percentages for three broad age groups.

Only about 4 percent of the children live in condominiums, and most of these arrangements involve units owned by the family, rather than the less stable rental condominium arrangement. One intriguing footnote is that children are much more likely to be in an immigrant household than are working-age people. Fifty-nine percent of children live in immigrant-headed households, only 42 percent of adults live in immigrant headed households. Fifty-six percent of the elderly population live in such households.

Figure 24
Dwelling Type by Three Broad Age Groups



4.2 Meeting the Needs of Single-Parent Families

There is an apparent non-response problem with single-parent families in this sample. As noted earlier, only 2.4 percent of all households appear to consist of children and one adult (Figure 3). While the line of questioning used to determine this does not replicate the Census, it is close enough to raise concerns about the findings. The Census suggests that, in the Central Area, single-parent families represented 9.0 percent of all households in 1986. Despite the suspected non-response bias, there are enough data to make some broad conclusions about such households.

These single-parent families have much less satisfactory housing and transportation arrangements than does the typical Central Area household:

- 21 percent own a dwelling unit, but that unit is very likely to be a condominium apartment (16 percent own condominiums, 5 percent own houses)
- single parents have the highest concentration of high-rise apartment living among the family types (77 percent, the same proportion as households of single persons)
- single-parent families have the highest dependence on the TTC: 84 percent use it for work trips

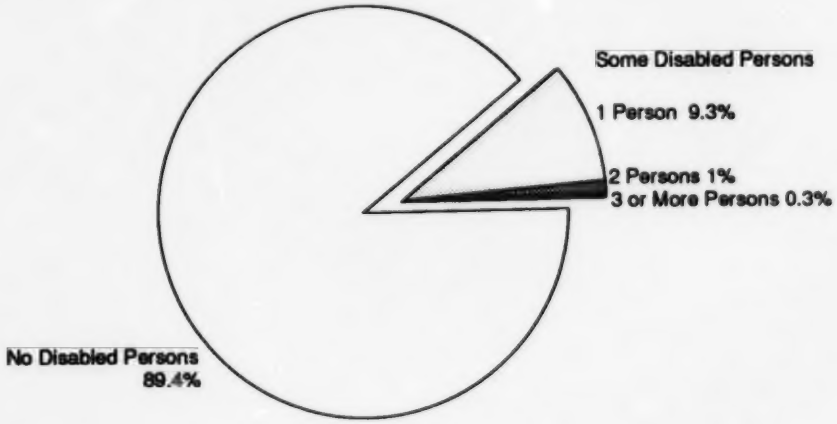
- 44 percent of single-parent families have shelter-to-income ratios over the conventional ceiling of 30 percent
- generally, single parents are not participating in the labour force or, when they are, they are holding down clerical jobs

Even within the assisted housing stock, 54 percent of single-parent families are paying over 40 percent of household income on shelter (68 percent are paying over 30 percent). This reflects the fact that not all households in social housing projects are receiving rent supplements.

4.3 Accommodating People with Disabilities

An important concern of planners and service delivery agencies in Toronto is the degree of accessibility to buildings, public services and places of employment for disabled residents. The survey ascertained whether a household included a disabled person, and if so, the number of disabled persons and the types of disabilities. The types of disabilities mentioned include loss of vision, hearing, and mobility as well as mental and emotional illness, Parkinson's Disease and other conditions that make it difficult to pursue normal daily activities. Figure 25 shows that 10 percent of households have to cope with disabilities, although only a very small proportion have more than one person with some type of disability. The disabled population is more than twice as likely to be found as part of a household in social housing projects (20 percent) as compared with market housing (8 percent).

Figure 25
Disabilities in Households in the Sample



The CARS results appear to concur with the findings of the Health and Activities Limitations Survey (HALS) conducted in 1986. This survey was administered to a large sample of people who responded positively to a similar screening question on the 1986 Census. The HALS findings yield an estimate of 13.9 percent incidence of disability across Ontario, 12.6 percent throughout Metropolitan Toronto, and 13.2 percent in the inner three municipalities of Metro (Toronto, York and East York). A detailed profile of Toronto's disabled population has been prepared as a background report to Cityplan '91: "Integration and Independence: A Demographic Profile of People With Disabilities, and Policy Options for the 1991 Central Area Plan".

4.4 Commuting, Congestion and Modal Choice

Currently, decisions are being made in the City of Toronto on how the vitality of Toronto's downtown can be combined with the growth in economic activity, and the pleasant aspects of city living. *Cityplan '91* is just one exercise which, along with the planning of Ataratiri (a major new neighbourhood), Harbourfront, and other Part II planning initiatives, attempts to manage growth in a sensitive way while improving the quality of life in the inner city.

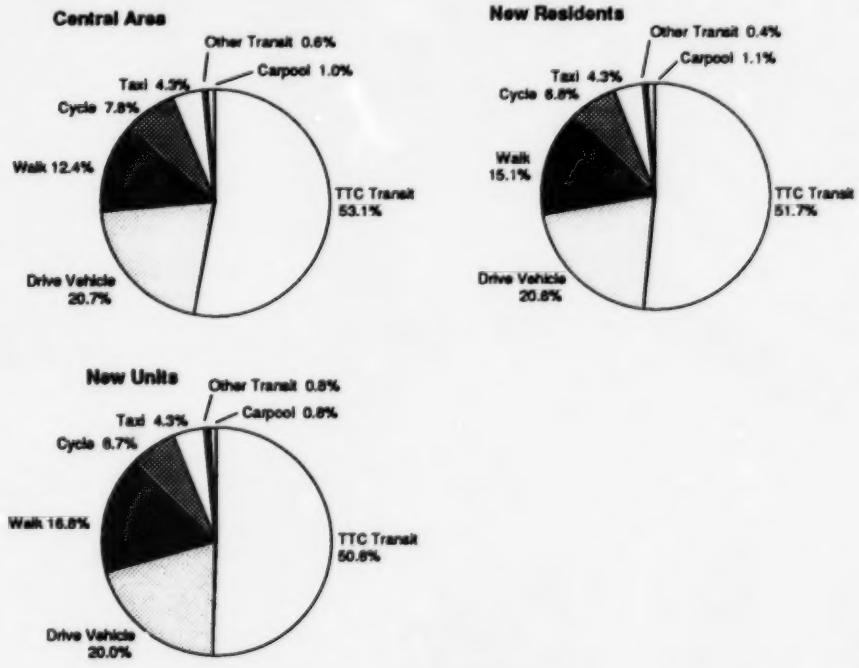
One important consideration related to the quality of urban life is the number of people living downtown, and another is the number who commute into the City to work. Both internal economic activity and commuting are putting a strain on the transportation system and on the physical environment. Growth in the resident population in the core has been suggested as a means of reducing the commuting congestion problem, provided downtown residents work downtown. This survey reveals some crucial indicators regarding the types of people likely to live in new housing downtown, and what those people require of the City in terms of transportation and community services.

To this point we have noted that the heads of newly-arrived households are likely to work in the City. When asked how many members of the household work within the Central Area, we find that 76 percent of all employed residents work downtown. Not only do long-term residents often work in the Central Area (75 percent of workers), but the more mobile groups are even more likely to work there (almost 80 percent), thereby meeting a very important policy objective of trying to balance jobs and housing in order to minimize the length of the daily work trip and limit the impacts on congestion. This is an important consideration in the planning of new residential development downtown. Research conducted by Professor David Nowlan of the *Cityplan '91* Task Force points out the degree to which the provision of housing downtown can mitigate the increase in commuter flow into the Central Area. Analysis of time series data led Professor Nowlan to estimate that for every new housing unit built in the Central Area the level of inbound, peak period trips would be reduced by 1.2 trips.

In fact, these survey results suggest that the average number of workers per household who are working within the Central Area is 1.08 overall and 1.22 in the younger, more mobile, groups. This variation is statistically significant. Social housing projects are less likely to have members working in the Central Area. Whereas 83 percent of market housing units have at least one member working in the Central Area, only 65 percent of households in social housing have at least one member working downtown. This reflects not only the fact that the latter group must cast their sights further afield for work, but also a higher concentration of seniors and non-participants in the labour force. Overall, this survey appears to confirm Professor Nowlan's estimates of the impacts of increasing the supply of Central Area housing on peak-period, inbound traffic flows.

In reaching their commuting destinations, workers and students have a wide variety of methods of transportation available to them. For persons living in the Central Area, many of these modes are practical ways to get to work. Figure 26 shows that, by far, the most popular mode is the TTC: 53 percent of respondents indicated that they traveled to work on the TTC. But even in the Central Area, 20 percent of residents drive to work on a regular basis. Walking, counted here only when it is the only method used, and

Figure 26
Modal Choices for All Workers, New Residents and Those in New Units



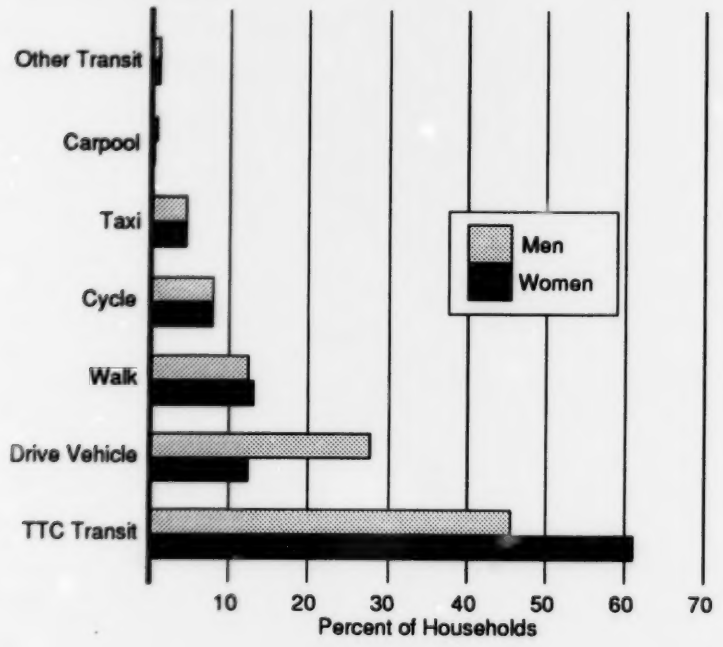
cycling, taken together, account for the same fraction as driving. A close examination of Figure 26 shows that there are few strong differences or trends shown among the entire area, the new residents and the new unit residents. Among the differences that are present is the decision of how to get from home to work. New unit residents are more likely to walk and less likely to use transit; people who have relocated within the Central Area in the last 5 years are more likely to cycle to work. This suggests that one of the principal reasons for moving into the Central Area may be to take advantage of the opportunity to walk or cycle to work.

Other differences between commuting habits are important to note. For example, women and men in the sample are almost identical in their use of every mode except transit and driving to work, where there are dramatic differences:

- 46 percent of men use the TTC and 28 percent drive
- 61 percent of women use the TTC and 12 percent drive

This split in modal choice confirms recent survey results released by the Toronto Transit Commission and is shown graphically in Figure 27.

Figure 27
Modal Choices of Women and Men



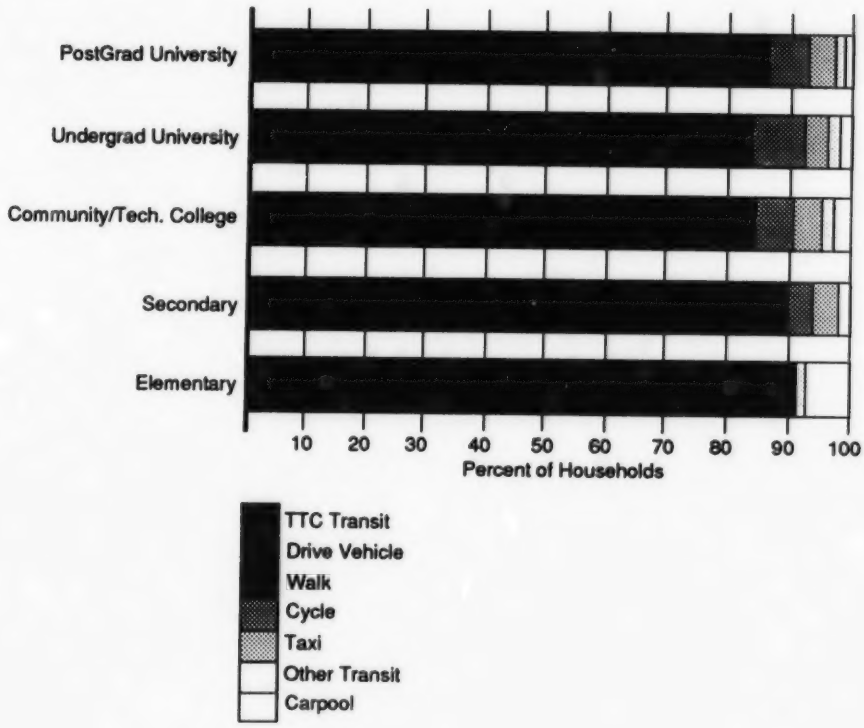
The expected income differences in mode choice are present, with one surprise. As income rises, the proportion driving rises, up to $50,000. Those earning in the fifty- to sixty-thousand dollar range drive less, but then the upward trend resumes. Over the entire income spectrum, vehicle ownership rises steadily from 20 percent owning a vehicle in the under $10,000 group, to 33 percent in the $20 - 29,999 group, to 61 percent in the $40 - 49,999 group, to 80 percent in the $60 - 69,999 group, to 87 percent in the top income group.

Figure 28 reveals another unexpected finding: the group most likely to use a car or truck to get to work are those with an elementary school education, with 29 percent driving. A similar observation is found in the distribution of number of vehicles owned across the education levels, where secondary school has a split distribution: the highest fraction of all groups with 2 or more cars, and a high fraction of no cars. Each of these anomalies is an indicator of the combined effects of occupation, industry and place of work. Many of these workers may use their car to perform their job. Table 6 has been prepared to illustrate the vehicle ownership patterns for the various occupation groups. Note that the occupation groups with the smallest percent of households with no car are supervisory, technical & sales, manufacturing occupations and other occupations. These three groups also lead the other groups in the percent with 2 or more cars. On the other hand, people with clerical or service sector jobs are not likely to have access to a car at all. Presumably their housing preference is heavily dependent upon proximity to their place of work, or at least to public transit service.

Table 6
Vehicle Ownership By Occupation
For Household Heads Under 65 Years

Occupation Group	Percent of Workers' Households Owning: No Vehicles	One Vehicle	2 or More Vehicles
Management, Administrative and Professional	38	47	15
Supervisory, Technical, and Sales	32	47	21
Clerical	74	26	0
Teaching, Health, and Religious	46	42	12
Service	60	36	4
Manufacturing, Transportation and Utilities	33	50	17
Other	32	51	16
Not Reported	59	31	10
All Occupations	46	41	13

Figure 28
Modal Choice by Education Level



While only 20 percent of all workers drive, we still must accommodate the automobile in the Central Area as the newer residents tend to own more cars per household. Figure 29 shows the distribution of vehicles per household for the old and newer units. As that exhibit shows, occupants of newer units are much more likely to own one car, and to even have 3 or more cars in some cases. Residents of older housing are more likely to have no vehicles and are more likely to have 2 vehicles. This results in different average number of vehicles per unit as shown in Table 7.

Figure 29
Vehicle Ownership by Age of Unit

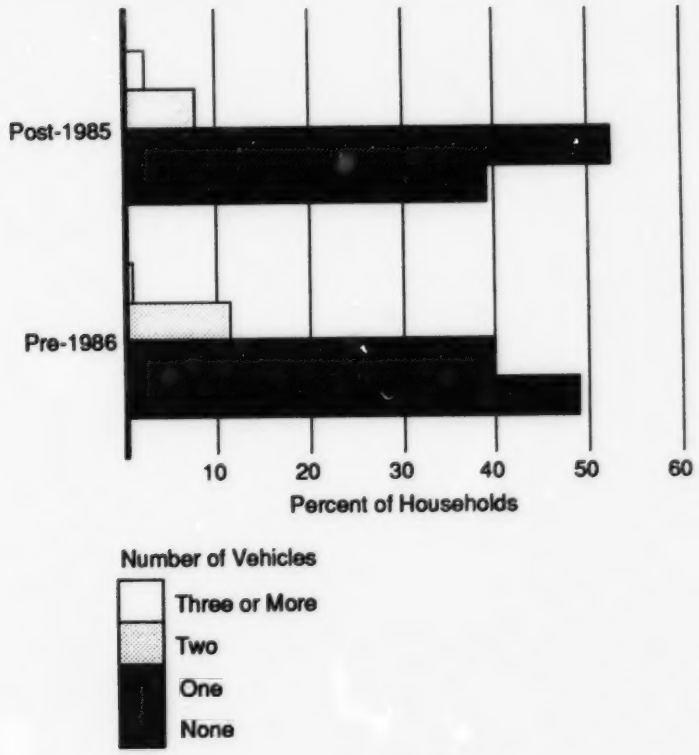


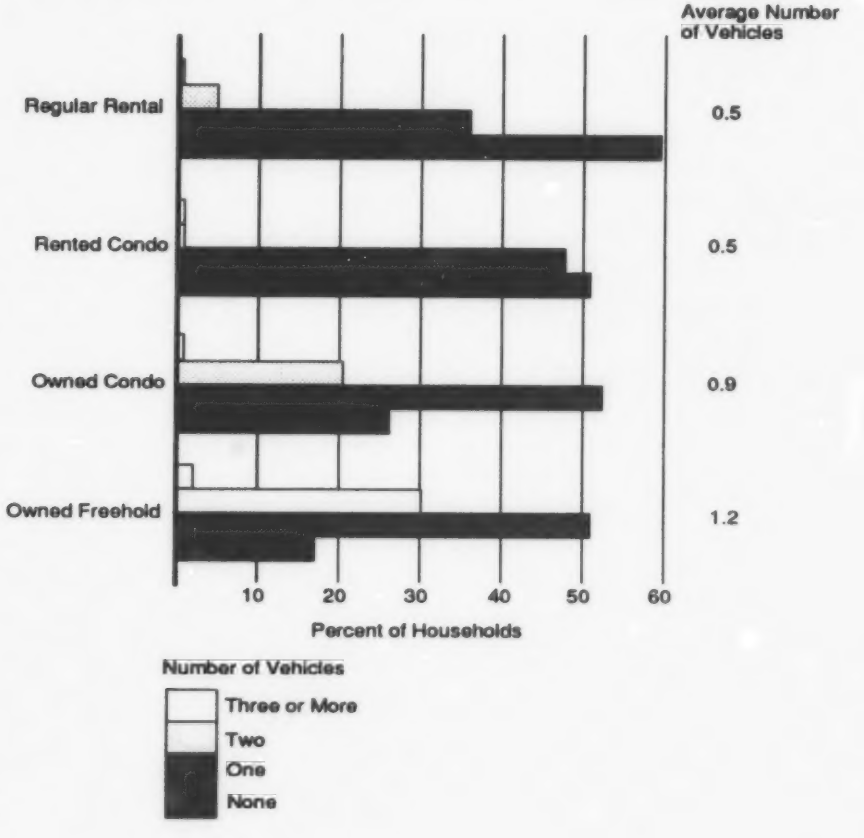
Table 7
Average Vehicles Per Dwelling Unit[3]

Sample Group	Average Vehicles Per Dwelling
Central Area overall average	.64
Post-1985 Units	.74
Moved Within Central Area	.69

So while the newer residents, and the residents occupying the newer units, tend to work in the City, to use transit or other non-auto means to get to work, there are, if anything, more cars to be parked and used for other types of trips. Unfortunately, the 1986 Census does not offer comparative auto ownership statistics.

The ownership-rental situation of a household is related to the vehicle ownership pattern of that household. Figure 30 shows the distribution of the number of vehicles for the four types of tenure. Presumably, because owners are wealthier, they have much higher vehicle ownership ratios (see Figure 30). This is reinforced by looking at responses according to market segment. Households in social housing projects are less likely to own a car. While the average number of cars per market household is 0.69, for the social housing sub-population there are 0.43 vehicles per dwelling unit.

Figure 30
Average Number of Vehicles by Tenure



5

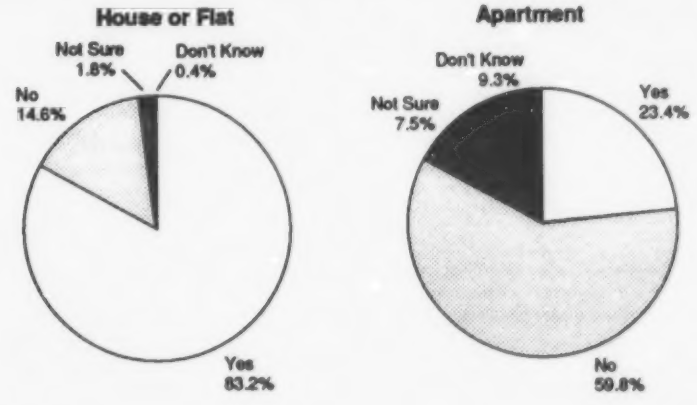
Opinions on Public and Community Services

In addition to basic population and housing profile characteristics, this survey included some attitudinal questions about the recycling that residents do, or would do. In addition, people were asked to indicate which public services they used, and which they felt needed improvement.

5.1 Recycling

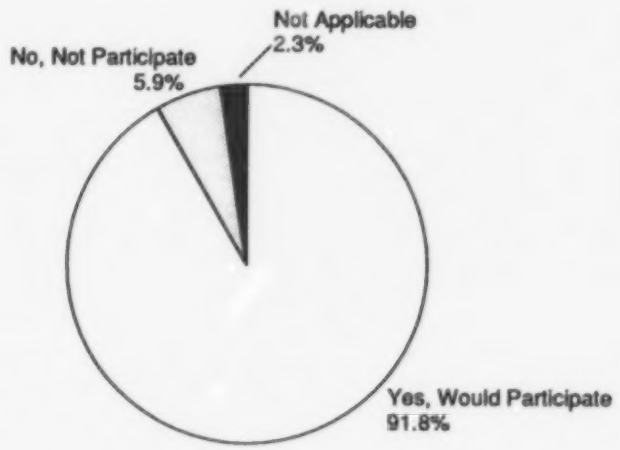
Forty percent of households participate in waste recycling activities. Forty-seven percent do not, with the remainder unsure. The proportions of each are shown in Figure 31. The families living in houses (including duplexes and the like) are much more likely to be involved in recycling than those who live in apartment buildings. This makes sense in mid-1989, since the City of Toronto Bluebox recycling of paper, cardboard, cans, and glass had not yet been extended to apartments.

Figure 31
Household Participation in Waste Recycling Program by Dwelling Type



Following up on the recycling theme, those in apartments were asked if they would participate in the Bluebox program when it was extended to their buildings, and a very large proportion said that they would. Only 6 percent indicated that they would not. The fractions are displayed in Figure 32.

Figure 32
Would Apartment/Household Participate In Blue Box?



5.2 Use of Public Services and Improvements Needed

The study team decided to ask residents if they used a list of 20 specific services, and asked them to indicate which of the 20 services needed improvement. Respondents were also given a short list of general services and commercial activities available in the area and were asked to give their opinions on the adequacy of these services. Table 8 shows the results of this inquiry in such a way that similar services are grouped together. The first column indicates the percent of households using the service, the second column the percent of all households citing a need for improvement, and the third column the percent of *users* of the service who require improvement in that service.

Table 8
Residents' Use and Rating of Public Services

Public Service	Percent of Residents Using	Percent Requiring Improvement	Percent Users Requesting Improvement
Public Elem. Schools	6	6	32
Separate Elem. Schools	3	2	11
Public Secondary Schools	5	4	18
Separate Secondary Sch.	2	1	11
Libraries	54	10	14
Day Care Centres	5	12	42
Rec. Space in Housing	11	12	42
Parks and Open Space	**62	*24	32
Playgrounds	15	9	*61
Swimming Pools	25	13	29
Indoor Rec. Ctres	17	11	30
Ice Rinks	17	4	11
Off-Street Parking	29	**22	43
On-Street Parking	21	21	**50
Public Transit	*70	7	23
Health Care Facilities	34	7	14
Senior Citizen Programs	6	6	35
Social Welfare Programs	5	5	35
Counseling Services	4	4	29
Information Services	13	6	24

* highest value in column ** second highest in column

Tables 9, 10 and 11 show the most commonly cited services used, needing improvement (for all households) and needing improvement in the view of user households respectively. The most frequently used public services were public transit (70 percent), parks and open space (62 percent) and libraries (54 percent). Most of the rest of the services were used by small subgroups in the sample.

Table 9
Services Used by Over 25 Percent of Households In Rank Order

Public Service	Percent Using
Public Transit	70
Parks and Open Space	62
Libraries	54
Health Care Facilities	34
Off-Street Parking	29

Relatively low percentages of households cited problems in response to the question about which services require improvement. Parks and parking, two competing uses for scarce land, received citations by over 20 percent of all respondents. Child-oriented services were the next most frequently mentioned: day care, recreation in housing projects, swimming pools, and recreation centres were mentioned by over 10 percent of all respondents.

Table 10 shows the most commonly cited services needing improvement by all households.

Table 10
Services Needing Improvement by Over 20 Percent of all Households, In Rank Order

Public Service	Percent of All Households Requiring Improvement
Parks and Open Space	24
Off-Street Parking	22
On-Street Parking	21

A more insightful look is provided by Table 11, where *users'* opinions on improvements are shown. In that table, where only services cited by more than 30 percent of users are listed in decreasing order of need, children's facilities and parking again dominate. Of those households using day care facilities, 42 percent feel improvements are needed. Additionally, while only 11 percent of residents make use of recreation facilities within housing complexes, this is indicative of the general quality of the facilities as 42 percent of the users feel improvement is needed. About one-third of users feel improvements are necessary in public elementary schools, parks and open space, pools, recreation centres, and social welfare, seniors', and counseling services.

Table 11
Services Needing Improvement by Over 30 Percent of Users, in Rank Order

Public Service	Percent of Users Requiring Improvement
Playgrounds	61
On-Street Parking	50
Day Care Centres	42
Recreation in Housing	42
Social Welfare Programs	35
Senior Citizen Programs	35
Parks and Open Space	32
Public Elementary Schools	32

Table 12 shows civic and retail services often are taken for granted in an inner city setting. This table illustrates the degree of perceived need for improvement in services such as police, streets, lighting, and garbage collection, that are provided by the City or Metro government, but are not "used" in the active sense. No more than one-sixth of those responding sought improvement in these services.

Commercial services appear to be adequate, although 18 percent of households expressed dissatisfaction with the availability of supermarkets in the area. This may reflect the quality of services as well as availability.

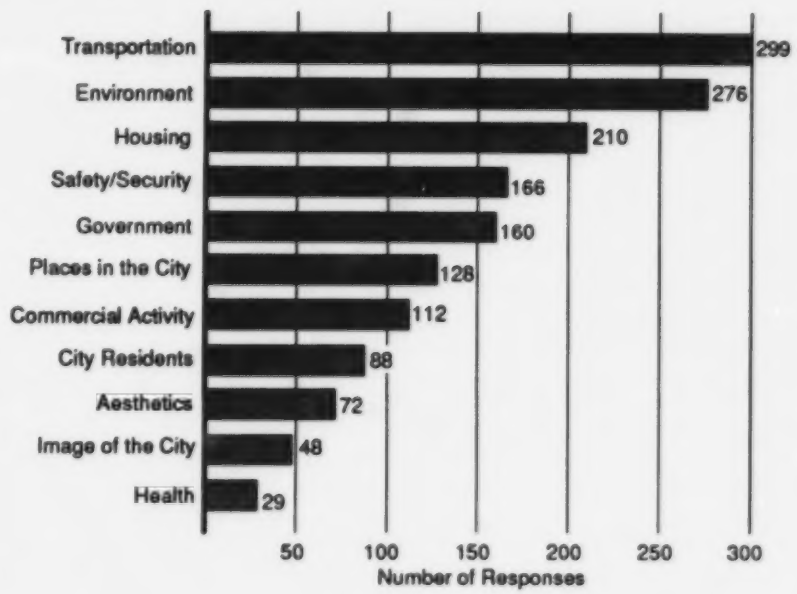
Table 12
Rating of Civic and Commercial Services

Service	Percent of Residents Asking for Improvement
Garbage Collection	9
Street Lighting	13
Roads and Streets	15
Police Patrols	16
Convenience Stores	6
Supermarkets	18
Pharmacies	6
Gasoline Stations	9

5.3 Opinions Regarding Planning Issues

Finally, respondents were invited to provide their comments on how the *Cityplan '91* effort could improve life in the City. Figure 33 illustrates the frequency of comments received according to broad categories. This does not indicate whether the comments were positive or negative, but serves to give some feeling to the topical interests of the public. As returns were entered into the computer system, staff had the opportunity to examine these responses. Nearly all of the comments on 'housing' pertained to the need to provide affordable accommodation. Most of the 'transportation' comments were focused on either congestion of downtown streets or TTC improvements. These latter comments should be considered in light of the fact that many respondents were filing their returns during the transit slowdown. Comments on facilitating bicycling as a viable mode of travel downtown also comprised a significant fraction of the 'transportation' responses. Numerous comments were received concerning the quality of the air and water in the City and some included specific reference to improvements required in the areas of waste disposal, recycling, and parks and open space. These results will be considered along with other suggestions that are being gleaned from attitudinal surveys, public meetings and focus group sessions and will be the subject of another *Cityplan '91* report.

Figure 33
Responses to Open-ended Question by Major Issue Groups



6

Conclusions

It is evident that there is now a significant residential environment downtown. Many of the goals of the 1976 Central Area Plan have been met. While there are families, retired persons, and all sorts of other arrangements in the Central Area, the majority of the residents tend to be single, living alone or in groups of single people, generally well-educated, employed in white collar jobs, and own a car but leave it at home when going to work.

Condominiums represent most of the new private housing development in the Central Area. Almost all new high rise apartment buildings are registered as condominiums. Many of these units are purchased as investments, however, and the eventual occupants may not be as well off as one might expect given the original sale prices of the units. Well over one-half of the new condominium units end up rented rather than owner-occupied.

While this tide of new, young residents is more likely to be Canadian-born, single, and more likely to be in a managerial position than the previous residents, there are no substantial differences between the long-time and more recent residents of the Central Area in terms of ethnic group affiliation, household size, place of work, or commuting mode used.

The long-term resident is, however, more likely to be older, to be retired, and to be part of a couple, a family with children, or an extended family. Having rented an apartment or bought a house when prices were somewhat (or considerably) lower, his or her household is likely to have more moderate housing costs compared to income. The long-term resident also is less likely to own a car (or owns fewer cars).

Some of the most important conclusions pertain to concerns regarding transportation infrastructure and the 'quality of life' for downtown residents. It is obvious that many people are attracted to the Central Area as a place of residence because their jobs are located here. For those who don't work, one attraction may be the availability of assisted housing. Overall it was found that, on average for each household, there were 1.08 persons whose work trip was internal to the Central Area. Among those who are new

arrivals to the Central Area, or who have recently moved from one downtown residence to another, there were 1.22 downtown workers per household. Walking and cycling are important modal choices for work trips made by downtown residents; combined, they are as popular as driving an automobile.

From all the various indicators that this survey provides, it is possible to profile the characteristics of occupants of housing yet to be built downtown. If, in the short term future, residential development is comparable to the housing stock added since 1985 in terms of tenure, built form, size of units, etc., then we can expect there to be a smaller proportion of families, fewer children, more cars, and an ever more educated, white collar labour force in the Central Area. These trends may well be reinforced by the aging of the families who are long-term residents.

As any survey of Canadian households would show, those families which are headed by a single parent tend to be very short of resources. In downtown Toronto they generally live in apartments and they tend to rely heavily on transit. While these families are a very small portion of households in the Central Area, their needs are clearly established. Children who live in the Central Area tend to be well housed but the public services these children and their families require were found to be in need of improvement by all respondents, particularly those households which used such facilities.

Public services are apparently used by specific segments of the population, although transit, parks, and libraries are used by a large fraction of all households. Considering the very high usage rate (70 percent), public transit users appear to be fairly satisfied as only 23 percent suggest a desire for improvement and many of these responses may have been influenced by the transit slowdown. The services most frequently cited as needing improvement by all households, not just by those who use them, include parks and recreation, parking, and day care.

The findings of this survey, particularly disaggregated into the three major sub-populations and tabulated according to family, household and income groups are very useful. These data will be an integral component of an analysis of housing needs and affordability. Indicators such as average auto ownership patterns and work location are important in reviewing the transportation infrastructure serving the Central Area. Disaggregated tabulations of these results have already proven useful in examining alternative profiles of the population that could eventually occupy housing in the proposed Ataratiri neighbourhood. Finally, information on respondents' use and perception of community services will be useful by many agencies in planning services for downtown neighbourhoods.

Notes

1. This is called stratified sampling. It is often used when there are subsections of the group being studied that should be represented well-enough in the sample so that separate conclusions can be drawn about the members of the subsection. See Levy, P. and Lemeshow, S. *Sampling for Health Professionals,* (Belmont, CA: Lifetime Learning, 1980) pp. 91-105 and Sudman, S. *Applied Sampling,* (New York, NY: Academic Press, 1976) pp. 107-130.

2. The error levels for subgroups of the sample are larger, of course. For the newer dwelling units (n = 325 observations), the error range is no worse than plus and minus 5.5 percent around the percent of observations in a category of interest.

   A check of the effect of the stratified sampling design showed that it had a minimal effect on the range of error which would be calculated using standard formulas for a single simple random sample, so the standard formulas were used. Formulas for the correction can be found in Levy and Lemeshow, p. 110.

3. The difference between movers within and the other subgroups is not statistically significant. There is a 17 percent probability that this difference occurred by chance. The difference between old and new units *is* statistically significant at the 5 percent error level.

Appendices

Cityplan '91

July 24, 1989

Fellow Torontonian,

Because of rapid changes in the population living in the central part of the City of Toronto, we feel that it is important to carry out a large scale survey of residents, such as yourself and members of your household, to help gather information for CITYPLAN '91 - our review of the Official Plan for the Central Area. With the expiry of key elements of the 1976 Central Area Plan in 1991, the City has two years in which to formulate a strategy to govern development in the City's core throughout the next decade, and perhaps beyond. CITYPLAN '91 represents a rare opportunity to forge a consensus around the very important goals related to social equity, quality of life, and the management of growth. In addition to a number of questions about the size of your household and the type of dwelling you live in, this survey contains questions on what types of social and neighbourhood services you require. Combined with the questions about your use of transportation, these questions will help City Council and City staff provide better facilities.

We would appreciate you taking the time to fill out this questionnaire now, and to return the completed questionnaire in the enclosed, prepaid envelope. The more persons who do so with this mailing, the fewer reminders the City will have to mail out, and the lower the cost to the City, and you, its taxpayers. **The questionnaire is available in other languages using the enclosed form.**

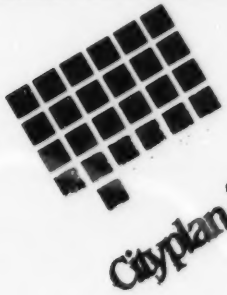
We are just as interested in your answers if you are a tenant or an owner, a new resident or a long-time Torontonian, part of a large household or a small household. Please answer all the appropriate questions as thoroughly as possible. **Be assured that all responses will remain completely confidential. Please Mail the Questionnaire by Friday, August 4.**

Once again, we appreciate your time and effort. Thank you for your assistance. If you have any questions about the questionnaire or **CITYPLAN '91**, call CITYPLAN '91 staff at **392-0068**.

Arthur G. Eggleton,
Mayor

Robert E. Millward,
Commissioner of Planning and Development

City of Toronto Planning and Development Department, Robert E. Millward, Commissioner
20th Floor East Tower, City Hall, Toronto, Ontario, Canada M5H 2N2 Tel (416) 392 0068 Fax (416) 392 0071



Si vous préférez recevoir un questionnaire en français, veuillez remplir ce feuillet et nous le retourner dans l'enveloppe-réponse d'affaire ci-jointe. Un nouveau questionnaire vous sera envoyé par retour du courrier.

Nom:

Adresse:

Se preferir receber este questionário em Português, preencha o espaço apropriado e, devolva-nos, este impresso, usando o envelope que juntamos para o efeito. Logo que o recebamos, enviar-lhe-emos o questionário na sua própria língua.

Nome: _____

Endereço: _____

_____

_____

Se preferisce rispondere al presente questionario in italiano la prego di compilare questo foglio e rispedirlo nella busta qui allegata. Le invieremo immediatamente un altro questionario.

Name:

Indirizzo:

若閣下希望用中文回答問卷調查，請填妥這頁，並用附上之回郵信封(不用貼郵票)寄回給我們，我們便立即寄上中文問卷。

姓名:

地址:

City of Toronto Planning and Development Department, Robert E. Millward, Commissioner
20th Floor East Tower, City Hall, Toronto, Ontario, Canada M5H 2N2 Tel. (416) 392-0068 Fax (416) 392-0071

Survey of Central Area Residents

City of Toronto
Planning & Development Department
Robert E. Millward, Commissioner

List below information on all members of your household. By "household" we mean all persons who usually live in your dwelling unit. Fill out the table below, which contains one row for each person in your household.
If there are more than 6 persons, fill out for the 6 oldest persons.

Person No.	Sex	Age in Years	Marital Status	Mother Tongue (Childhood Language Still Understood)	Is He/She of Inuk, Metis, or North American Indian Ancestry
1	☐ Male ☐ Female	☐	☐ Married ☐ Separated ☐ Divorced ☐ Widowed ☐ Single	☐ English ☐ French ☐ Italian ☐ Chinese ☐ Portuguese ☐ German ☐ Urdu ☐ Other: _____	☐ No ☐ Yes
2	☐ Male ☐ Female	☐	☐ Married ☐ Separated ☐ Divorced ☐ Widowed ☐ Single	☐ English ☐ French ☐ Italian ☐ Chinese ☐ Portuguese ☐ German ☐ Urdu ☐ Other: _____	☐ No ☐ Yes
3	☐ Male ☐ Female	☐	☐ Married ☐ Separated ☐ Divorced ☐ Widowed ☐ Single	☐ English ☐ French ☐ Italian ☐ Chinese ☐ Portuguese ☐ German ☐ Urdu ☐ Other: _____	☐ No ☐ Yes

Person No.	Sex	Age in Years	Marital Status	Mother Tongue (Childhood Language Still Understood)	Is He/She of Inuk, Metí, or North American Indian Ancestry
4	☐ Male ☐ Female	☐	☐ Married ☐ Separated ☐ Divorced ☐ Widowed ☐ Single	☐ English ☐ French ☐ Italian ☐ Chinese ☐ Portuguese ☐ German ☐ Urdu ☐ Other: _____	☐ No ☐ Yes
5	☐ Male ☐ Female	☐	☐ Married ☐ Separated ☐ Divorced ☐ Widowed ☐ Single	☐ English ☐ French ☐ Italian ☐ Chinese ☐ Portuguese ☐ German ☐ Urdu ☐ Other: _____	☐ No ☐ Yes
6	☐ Male ☐ Female	☐	☐ Married ☐ Separated ☐ Divorced ☐ Widowed ☐ Single	☐ English ☐ French ☐ Italian ☐ Chinese ☐ Portuguese ☐ German ☐ Urdu ☐ Other: _____	☐ No ☐ Yes

7. How many persons usually live in this household? _____

8. How many bedrooms in this dwelling unit? _____

9. What type of dwelling unit do you live in?
   - ☐ Detached House
   - ☐ Semi-Detached House
   - ☐ Rowhouse or Townhouse
   - ☐ Duplex or Triplex
   - ☐ Apartment in a building with 4 to 6 units
   - ☐ Apartment in a building with more than 6 units
   - ☐ Other, please specify: _____

9a. Does your household currently participate in a waste recycling program?
   ☐ Yes ☐ No ☐ Not sure ☐ Don't know

9b. If you live in an apartment building and the Blue Box Recycling program was extended to your building, would you participate in the program?
   - ☐ We would participate
   - ☐ We might participate
   - ☐ We might not participate
   - ☐ We would not participate
   - ☐ Don't know
   - ☐ Not applicable – *don't live in apartment*

10. Is your dwelling unit a condominium?
   (If you are a tenant, answer to the best of your knowledge)
   - ☐ Yes, a condominium
   - ☐ No, not a condominium

11. Are you a:
   - ☐ Tenant *(renter)* of this dwelling unit
   - ☐ Owner of this dwelling unit

12. What is the monthly rent or mortgage payment you pay for this dwelling unit?

- ☐ None *(no rent or house has no mortgage)*
- ☐ $1-$199 per month
- ☐ $200-$399 per month
- ☐ $400-$599 per month
- ☐ $600-$799 per month
- ☐ $800-$999 per month
- ☐ $1,000-$1,199 per month
- ☐ $1,200 per month and over

13. Do any persons in your household have long-term disabilities or handicaps?

- ☐ No
- ☐ Yes ⟶ 13a. How many persons have long-term disabilities?

  _____ Number of persons

  13b. Which of the following conditions are a disability or a handicap for a member of the household?

  (CHECK ALL THAT APPLY)

  - ☐ Deafness/hearing
  - ☐ Blindness/sight
  - ☐ Mobility
  - ☐ Co-ordination
  - ☐ Mental handicap
  - ☐ Emotional illness
  - ☐ Other, please specify: _____

The following questions should be answered by a person who is head of the household. That person may be either the husband or the wife of a married couple or common-law couple; the parent where a single parent lives with never married children of any age; or if neither of these applies, any adult in the house.

14. Where were you born?

- ☐ In Canada
- ☐ Outside Canada ⟶ 14a. If you were born outside Canada, in what year did you first immigrate to Canada? _____

15. To which racial, ethnic or cultural group(s) do you or did your ancestors belong?

(CHECK ALL THAT APPLY)

- ☐ French
- ☐ English
- ☐ Irish
- ☐ Scottish
- ☐ German
- ☐ Italian
- ☐ Ukrainian
- ☐ Pakistani
- ☐ Dutch (Netherlands)
- ☐ Chinese
- ☐ Jewish
- ☐ Polish
- ☐ Black
- ☐ Native Canadian
- ☐ Muslim
- ☐ Other, please specify: _____
- ☐ Tamil
- ☐ Portuguese
- ☐ Greek
- ☐ Filipino
- ☐ Korean
- ☐ Japanese
- ☐ Indian (India)

16. What is your age?

_____ Years

16a. What is your sex?

- ☐ Male
- ☐ Female

17. What is the highest level of schooling you attended?

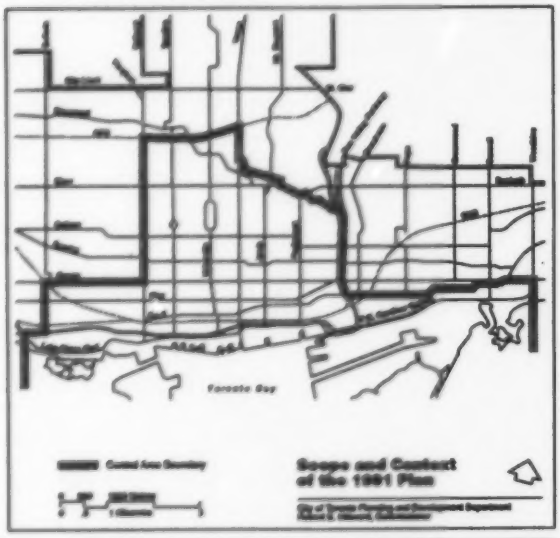
- ☐ None
- ☐ Elementary School
- ☐ Secondary or High School
- ☐ Technical School or Community College
- ☐ Undergraduate University
- ☐ Post-Graduate University

18. Where did you live five years ago, on this date in 1984?

- ☐ This dwelling unit
- ☐ Different dwelling in the City of Toronto ⟶ *Go to Question 18a.*
- ☐ Elsewhere in Metropolitan Toronto (Scarborough, North York, York, East York, or Etobicoke)
- ☐ Elsewhere in Ontario
- ☐ In Canada, outside Ontario
- ☐ Outside Canada

18a. If you lived elsewhere in the City of Toronto five years ago, did you live within the Central Area boundaries shown in the map below:

- ☐ Yes, within the Central Area
- ☐ No, outside the Central Area



19. What best describes your work situation last week?

- ☐ Employed full time
- ☐ Employed part time
- ☐ Homemaker
- ☐ On temporary layoff, expect to return to work
- ☐ Ill, on vacation, on strike or lockout
- ☐ Full time student and working full or part time
- ☐ Full time student and not working
- ☐ Looking for work
- ☐ Not looking for work
- ☐ Retired

20. What is your occupation?

_____

If you are not employed nor going to school, please go ahead to Question 27.

21. In what municipality or region do you work or go to school?

- ☐ I work at home
- ☐ City of Toronto
- ☐ Borough of East York
- ☐ City of Etobicoke
- ☐ City of North York
- ☐ City of Scarborough
- ☐ City of York
- ☐ Region of Peel (Mississauga,Brampton,Caledon)
- ☐ Region of York
- ☐ Region of Durham
- ☐ Region of Halton
- ☐ Other, please specify: _____
- ☐ I'm not sure

If you work at home, go to Question 27.

22. Indicate the major intersection nearest your place of work or school?
(For example, Keele and 401, King and Bay, Islington and Bloor)

_____ and _____

23. For your most usual work trip, indicate the method(s) used during the journey from home to work or school.

(CHECK ALL METHODS USED)

- ☐ Walk
- ☐ Bicycle
- ☐ TTC bus
- ☐ Streetcar
- ☐ Subway
- ☐ Taxi
- ☐ Go/Via train
- ☐ Non-TTC bus
- ☐ My car or truck
- ☐ Rider in car/carpool

24. At what time do you leave home on your usual work trip?

_____ Time ☐ A.M. ☐ P.M.

25. If you did not drive a motor vehicle during your work trip, was one available that you could have used?

- ☐ Yes, a motor vehicle was available.
- ☐ No, a motor vehicle was not available.

26. Typically, on which of the days of the week do you commute from home to work or school?

(CHECK ALL DAYS YOU COMMUTE)

- ☐ Sunday
- ☐ Monday
- ☐ Tuesday
- ☐ Wednesday
- ☐ Thursday
- ☐ Friday
- ☐ Saturday

27. How many motor vehicles are normally available to the household for your household's use?

- _____ None
- _____ Number of vehicles

28. As of December 31, 1988, how many members of your household were employed?

Number of persons

- _____ Number employed full time
- _____ Number employed part time

28a. How many members of your household are employed in the Central Area?
(see map on page 6) _____

29. What was your household's approximate total income for the year ending December 31, 1988?

- ☐ under $10,000
- ☐ $10,000 – $19,999
- ☐ $20,000 – $29,999
- ☐ $30,000 – $39,999
- ☐ $40,000 – $49,999
- ☐ $50,000 – $59,999
- ☐ $60,000 – $69,999
- ☐ $70,000 – $79,999
- ☐ $80,000 and over

30. Below is a list of many neighbourhood services found in Toronto. Using the two columns of boxes, indicate which services your household uses and which services, in your opinion, need major improvement?

(CHECK ALL THAT APPLY)

Type of Service	Service the Household Uses	Service Which Needs Major Improvement
Public Elementary Schools	☐	☐
Separate Elementary Schools	☐	☐
Public Secondary Schools	☐	☐
Separate Secondary Schools	☐	☐
Day Care Centres	☐	☐
Recreation Space in Housing Complex	☐	☐
Parks and Public Open Space	☐	☐
Playgrounds	☐	☐
Swimming Pools	☐	☐
Indoor Recreation Centres	☐	☐
Libraries	☐	☐
Hockey or Skating Rinks	☐	☐
Off-Street Parking	☐	☐
On-Street (Permit) Parking	☐	☐
Public Transit	☐	☐
Health Care Facilities	☐	☐
Senior Citizens' Programs	☐	☐
Social Welfare Services	☐	☐
Counseling Services	☐	☐
Information Centres	☐	☐
Convenience Stores	Not Applicable	☐
Neighbourhood Supermarkets	•	☐
Pharmacies	•	☐
Gasoline Stations	•	☐
Garbage Collection	•	☐
Street Lighting	•	☐
Roads and Streets	•	☐
Police Patrols	•	☐
Other, please specify:		

31. Please use the space below to tell us any ideas you have to improve the City of Toronto, or general suggestions for our work.

Please return as soon as possible. Thank you for your co-operation.

If you have any questions contact Citypian '91 staff at 393-0068

Cityplan '91

August 22, 1989

Fellow Torontonian,

A couple of weeks ago you may recall receiving a letter signed by Arthur C . Eggleton, Mayor and Robert E. Millward, Commissioner of Planning and Development, which briefly outlined the CITYPLAN '91 planning exercise. As Co-Chairs of the CITYPLAN '91 Task Force we would like to take this time to re-emphasize the importance of completing the enclosed Central Area Residents Survey. **If you have returned a completed questionnaire we would like to extend our thanks for your co-operation and ask that you kindly disregard this letter.** However, if you, or a member of your household, has not filled out a Central Area Residents Survey we would appreciate you taking the time now to fill out the questionnaire and returning the completed survey in the enclosed, prepaid envelope.

The Central Area Residents Survey is one of the cornerstones of the public outreach component of CITYPLAN '91. The public outreach program was designed to encourage public participation in the preparation of an official plan for the Central Area of Toronto. With the expiry of key elements of the 1976 Central Area Plan in 1991, the City has two years in which to formulate a strategy to govern development in the City's core throughout the next decade, and beyond. This large scale survey of residents of the Central Area was initiated to develop a more accurate profile of the population living in this rapidly changing area of the City which will help City Council and City staff plan for better facilities.

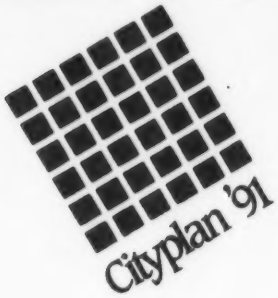
We are equally interested in your answers as a tenant or an owner, a new resident or a long-time Torontonian, part of a large household or a small household. Please answer all the appropriate questions as thoroughly as possible. **Be assured that all responses will remain completely confidential. Please Mail the Questionnaire by Tuesday, September 5. The questionnaire is available in other languages using the enclosed form.**

Once again, we appreciate your time and effort. Thank you for your assistance. If you have any questions about the questionnaire or **CITYPLAN '91**, call CITYPLAN '91 staff at **392-0068.**

Councillor Liz Amer,
Co-Chair, Cityplan '91 Task Force

Councillor Nadine Nowlan,
Co-Chair, Cityplan '91 Task Force

City of Toronto Planning and Development Department, Robert E. Millward, Commissioner
20th Floor East Tower, City Hall, Toronto, Ontario, Canada M5H 2N2 Tel (416) 392 0068 Fax (416) 392 0071



September 19, 1989

Dear Torontonian,

Earlier this summer you may recall receiving a letter outlining the CITYPLAN '91 planning exercise. CITYPLAN '91 is the most important planning exercise to take place in the last 15 years. A Task Force of citizens has been struck to advise City Council on the principles and goals to be included in a new plan for the Central Area of the City.

In order to effectively plan for the future of the City a complete social and economic profile of the residents of the Central Area is necessary. This is especially important given that almost 7,000 housing units have been built in the downtown area since the last Census in 1986. In order to accomplish this we have designed the enclosed Central Area Residents Survey.

If you have returned a completed questionnaire we would like to extend our thanks for your co-operation and ask that you kindly disregard this letter. However, if you, or a member of your household, has not filled out a Central Area Residents Survey we would appreciate you taking the time now to fill out the questionnaire and returning the completed survey in the enclosed, prepaid envelope.

We are equally interested in your answers as a tenant or an owner, a new resident or a long-time Torontonian, part of a large household or a small household. Please answer all the appropriate questions as thoroughly as possible. **Be assured that all responses will remain completely confidential. Please Mail the Questionnaire by Friday, September 29. The questionnaire is available in other languages using the enclosed form.**

Once again, we appreciate your time and effort. Thank you for your assistance. If you have any questions about the questionnaire or CITYPLAN '91, call CITYPLAN '91 staff at 392-0068.

City of Toronto Planning and Development Department, Robert E. Millward, Commissioner
20th Floor East Tower, City Hall, Toronto, Ontario, Canada M5H 2N2 Tel. (416) 392-0068 Fax (416) 392-0071

Central Area Residents Survey 1989
Project Timeline